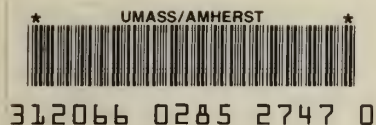


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COMMONWEALTH

of

MASSACHUSETTS

DRAFT

STATE RAIL PLAN

1985-1986 UPDATE

GOVERNMENT DOCUMENTS  
COLLECTION

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December, 1986



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## PREFACE

The 1985-1986 Massachusetts State Rail Plan Update has been prepared by the Massachusetts Executive Office of Transportation and Construction (EOTC) pursuant to rules promulgated by the United States Department of Transportation (USDOT) in Part 266 of Title 49 of the Code of Federal Regulations. In order to be eligible for funding under the Federal Rail Service Assistance Program, the Commonwealth of Massachusetts must have a Rail Plan which has received approval from the Administrator of the Federal Railroad Administration (FRA) of the United States Department of Transportation (USDOT) and which has been updated on a periodic basis. The initial Massachusetts State Rail Plan was published in 1975 and was updated in 1976, 1977, 1978, 1980, 1982 and 1984.

The 1980 State Rail Plan prepared by EOTC, which was subsequently approved by FRA, represented an entirely new comprehensive State Rail Plan rather than a mere update of prior plans. The recent State Rail Plan Update Documents build upon the 1980 Plan and are in the nature of amendments to the 1980 Plan.

# Table

Table 1: Summary of Data											
Group A						Group B					
Year	Q1	Q2	Q3	Q4	Q5	Year	Q1	Q2	Q3	Q4	Q5
2010	10	20	30	40	50	2010	15	25	35	45	55
2011	12	22	32	42	52	2011	17	27	37	47	57
2012	14	24	34	44	54	2012	19	29	39	49	59
2013	16	26	36	46	56	2013	21	31	41	51	61
2014	18	28	38	48	58	2014	23	33	43	53	63
2015	20	30	40	50	60	2015	25	35	45	55	65
2016	22	32	42	52	62	2016	27	37	47	57	67
2017	24	34	44	54	64	2017	29	39	49	59	69
2018	26	36	46	56	66	2018	31	41	51	61	71
2019	28	38	48	58	68	2019	33	43	53	63	73
2020	30	40	50	60	70	2020	35	45	55	65	75

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## CHAPTER I

### BACKGROUND AND OBJECTIVES OF THE RAIL ASSISTANCE PROGRAM

#### A. Background

##### 1) The 3R Act of 1973.

The viability of railroad freight and passenger service in the New England region has long been a matter of great concern for the Commonwealth of Massachusetts. The bankruptcies of the region's two largest railroad companies, the Boston and Maine Corporation (B&MRR) and the Penn Central Transportation Company (Penn Central) in March and June 1970, respectively, intensified this concern. The current Federal and Massachusetts Rail Assistance programs have their origin in the Regional Rail Reorganization Act of 1973 (3R Act), which was enacted by Congress in response to the bankruptcies of Penn Central, the B&MRR and several other major railroads in the Northeast.

The 3R Act created the Consolidated Rail Corporation (Conrail) and the United States Railway Association (USRA). Conrail was to acquire certain lines of the bankrupt railroads, as designated in a Final System Plan prepared by the USRA. Railroads that transferred the majority of their lines to Conrail were to be permitted to abandon their remaining lines. Most of the railroads eligible to transfer their lines to Conrail did so but the Boston and Maine Corporation Trustees chose to pursue reorganization under the traditional bankruptcy laws applicable to railroads.

To help ease the impact of the massive rail line abandonments that were expected to accompany the implementation of Conrail, Section 304 of the 3R Act provided that a line excluded from the Conrail system could not be abandoned if "a shipper, a State, the United States, a local or regional transportation authority or any responsible person" agreed to provide a subsidy covering the difference between

avoidable cost and revenue, and including a reasonable rate of return to the railroad company operating the line. Service under such a subsidy program could be provided by Conrail or by any other contractor selected by the party offering the subsidy. Contractors for such lines subsequently became known as "designated operators".

Section 402 of the 3R Act authorized Federal grants to States or to local or regional transportation agencies to cover up to 70 percent of the cost of continuation subsidies for up to two years. Additional funding in the form of grants or loans was authorized for the purpose of rehabilitating lines which were to receive service continuation subsidies. States were also eligible for loans covering up to 70 percent of the cost of acquiring lines which would otherwise have been abandoned. Under the original legislation, however, a State which received a loan to purchase a line would have become ineligible for service continuation assistance on that line.

As a prerequisite to receiving Federal funds for rail service continuation subsidies, a State was required to establish a State Rail Plan to be administered by a designated State agency. The 3R program was to be confined to a Region of 17 states plus the District of Columbia. The Region included the Commonwealth of Massachusetts. Under Chapter 859 of the Acts of Massachusetts for 1975, the Executive Office of Transportation and Construction (EOTC) was designated as the State's principal rail planning agency.

2) The 4R Act of 1976.

The Conrail system was implemented on April 1, 1976. Shortly before that, Congress had enacted the Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act). The 4R Act significantly revised and expanded the Federal Rail Assistance Program. For the States in the original Region

established by the 3R Act, Federal funding for rail service continuation subsidies and rehabilitation projects was raised to a maximum of 100 percent for the first 12 months after the implementation of Conrail and 90 percent for the next 12 months. States were also permitted to use Federal funds for acquisition of lines without losing subsidy assistance. In view of limited federal funding availability and use of an entitlement formula based on mileage, it was impossible to provide full funding for all projects proposed by States.

The 4R Act also established a separate Rail Assistance program for the 33 States not included in the 3R Region. This program provided that if any railroad received approval from the Interstate Commerce Commission (ICC) to abandon a line, the abandonment would not become effective if any financially responsible party, including a government agency, agreed to provide a service continuation subsidy covering the avoidable cost of operating the line or agreed to purchase the line. Federal assistance to States was authorized for such operating assistance or acquisition. In addition, funds were authorized for rehabilitation or improvement of lines, and for projects to reduce the cost of loss of rail service in a manner less expensive than continuing service. The Federal Share was to be 100 percent from July 1, 1976 to June 30, 1977, and decline ten percent each year thereafter reaching 80 percent in the year ending June 30, 1979. From July 1, 1979 to June 30, 1981 the Federal Share was to be 70 percent, subject to availability of funds. States in the 3R Region were to be included in this Assistance program following the expiration of the two year 3R program.

3) The Local Rail Service Assistance Act of 1978.

The Federal Rail Assistance program established by the 4R Act was amended by the Local Rail Service Assistance Act of 1978. This Act provided that any rail line that had



formerly been eligible for Federal Assistance for service continuation or acquisition because of exclusion from the Conrail system or because of approval of abandonment by the Interstate Commerce Commission between February 5, 1976 and October 1, 1978 would remain eligible for funds only until September 30, 1981. Any rail line for which abandonment was approved after October 1, 1978 could receive service continuation assistance for a maximum of 36 months. As of August 13, 1981 the FRA discontinued federal financial assistance for railroad freight service continuation purposes.

The Act also revised the rehabilitation grant program to include certain lines that had not been abandoned. Any line that had carried less than three million gross tons per mile per year during the previous year became eligible for rehabilitation assistance, provided that abandonment had not been approved and that any pending abandonment application for the line had been withdrawn. If an abandonment application for the line had been approved, the line was eligible for rehabilitation funding if the application was filed between February 5, 1976 and December 31, 1978, or the application was filed earlier and approved during that time. Any abandoned line eligible for assistance under these standards was eligible only until September 30, 1981.

4) The Staggers Rail Act of 1980.

This federal law effected major policy changes in the economic regulation of the national railroad system as well as addressing specific problems faced by Conrail with particular reference to Conrail's network in Southern New England. The Act gave railroads pricing and service adjustment flexibilities which had not been available to railroad management since the early years of the Interstate Commerce Act of 1887.

The Commonwealth of Massachusetts supported the general principles embodied in the Staggers Act dealing with reduced regulatory control of railroad management decisions.

In recent years, certain railroad user groups have expressed dissatisfaction with the ICC administration of the Staggers Act and have urged that the Act be amended by the Congress. It is the position of the Commonwealth that the Staggers Rail Act should not be amended at this time. The ICC has launched a comprehensive investigation on the impacts of the Act upon the users of railroad freight services. The Commonwealth would prefer that any unreasonable railroad rate and service changes which have occurred since 1980 be corrected by the ICC or by the railroads without a return to the inflexible regulation which existed prior to the passage of the Staggers Act.

The Staggers Act, under the provisions of Section 703 (b) (1), mandated that:

"No later than April 1, 1981, the Association (USRA) and the Corporation (Conrail) shall each submit a report to the Congress analyzing the impact upon the Corporation, rail service in the region, railroad employees, the economy of the region, and other rail carriers in the region, and elsewhere, and the Federal Budget of (the three alternatives of no further federal funding, continued federal funding of the existing Conrail structure and interim funding while a self-supporting network could be achieved)."

5) The Northeast Rail Service Act of 1981.

This Law, otherwise known as NERSA, was enacted by the Congress for the primary purpose of restructuring Conrail into a self-supporting railroad freight system which could be sold to another party (or parties) and thus end the need for direct financial assistance to Conrail from the federal treasury. NERSA effected most of the legislative changes

which had been recommended by Conrail and USRA in the Reports required by Section 703 (b) (1) of the Staggers Act.

The salient provisions of NERSA were described in the previous State Rail Plan Update. NERSA, together with the Staggers Act and actions taken by Conrail management and its constituent labor union organizations, has produced the emergence of Conrail as a profitable railroad no longer dependent upon federal financial assistance.

6) The Conrail Privatization Act of 1986.

On October 21, 1986 the President signed omnibus legislation which included a program to permit sale of the eighty-five percent (85%) of the Conrail common stock held by the Federal Government. The legislation sets forth terms and conditions by which the stock will be offered at a public sale scheduled to take place during the 1987 calendar year. The legislation requires that Conrail be subject to certain short term covenants (i.e. 5 years or less) related to the level of capital expenditures, cash balances, dividends, funded debt and ownership limitations. The Act also extends for a five year period the NERSA provision that any abandoned line will be available for purchase by other parties at seventy-five percent (75%) of the Net Liquidation Value (NLV) of the line to be abandoned. This Act, otherwise identified as the "Conrail Sale Bill," provides for a transition from a government-appointed Board of Directors to a Board composed of Directors representing the stockholders under normal corporate procedures.

The legislation also provides for the dissolution of the USRA by April 1, 1987 with any residual responsibilities of USRA being transferred to the USDOT.

The Conrail Sale Bill marks the effective conclusion of a thirteen year period of direct and substantial federal



government involvement in an effort to preserve and improve the freight railroad service system network within the Northeast and Midwest quadrant of the United States. Conrail will again become subject to the same rules and regulations applied to the other Class I railroad corporations operating within the nation.

The Conrail Sale Bill also marks the final chapter of the successful rebirth of a viable railroad freight system out of the financial failure of the Penn Central railroad and other railroads. The bankruptcy of the Penn Central in 1970 was the largest corporate business failure in American economic history. It is appropriate that after sixteen years of effort and after a seven billion dollar investment by the national government, the railroad freight system of the Northeast and Midwest will be returned to private sector ownership and management by virtue of the largest public stock sale in American economic history.

#### B. Objectives

The Massachusetts State Rail Assistance Program was developed within the context of the Federal legislation discussed in Section A. The program is further delineated by various Massachusetts laws which are summarized in Appendix B.

Section 266.15 C.1. of the Federal Rail Assistance Regulations requires each State to list the objectives of its rail program. The objectives of the Massachusetts program are as follows:

1. Preserve essential rail freight transportation services that would otherwise be abandoned.

The Commonwealth previously subsidized freight services on seven railroad branch lines formerly operated by the Penn Central Transportation Company. The lines were all excluded

from the United States Railway Association's Final System plan for restructuring railroads in the Northeast and Midwest. Without provision of the subsidies, shippers on these lines would have lost rail service as of April 1, 1976, with immediate and unacceptable impacts to the economy of the areas involved.

Initially all seven lines were operated by Conrail on a full cost recovery basis under an agreement between EOTC and Conrail partially funded with federal grants. All of these lines are now leased to three short line railroad carriers. The Commonwealth has formulated a policy towards state financial assistance for these carriers. This policy seeks to put state funds into the infrastructure of the railroad and not into its operations. EOTC previously funded maintenance of way expenses for a temporary period until such time as appropriate rehabilitation of the track is completed. This policy removes the Commonwealth from the area of providing operating subsidies to short line operators and shippers and leaves to those parties the subject of services, rates, agreements and contracts -- matters that most shippers and operators agree are best left to them and to the market place.

2. Improve the physical plant on branch lines in order to increase quality and safety of service and reduce operating and maintenance expenses.

Major upgrading projects have been undertaken on six of the original seven subsidized lines. This has resulted in raising speed limits on the lines from as low as 8 mph to 25 mph. This reduces both operating and maintenance costs substantially. The chance of derailments is also reduced as track condition improves. Major upgrading projects are now planned or underway for additional lines abandoned by



Conrail and transferred to public ownership and short line operation.

3. Encourage businesses to continue or increase their use of rail service whenever this results in effective utilization of resources.

Attraction of new rail traffic for which revenue exceeds avoidable cost improves the economics of line operations. In some cases, however, the additional operating costs of new traffic could exceed revenue, so attraction of this traffic would only weaken the financial status of a line. In some cases shippers may be better off paying higher rates on the commodities already shipped by rail than by diverting to rail additional traffic that is carried more efficiently by other modes. The Commonwealth has worked and will continue to work with shippers on branch lines in determining the optimal mix of transportation services to meet their needs.

4. Preserve abandoned railroad rights of way having strong potential for future transportation or other public use, where such preservation is consistent with the goals of the local communities contiguous to the lines.

Public preservation of railroad rights of way in Massachusetts pre-dates the Rail Service Assistance Program. Sections of several former rail routes in the Commonwealth have been acquired by cities or towns for recreational uses such as hiking and bicycle paths. The Massachusetts Bay Transportation Authority (MBTA) now owns over 450 miles of railroad lines and abandoned rights of way in Massachusetts. Some of these lines are used for passenger and freight service, some for freight only, and some are not used currently but have been preserved for possible future use.

Since April 1, 1976, EOTC has acquired approximately 175 miles of railroad route miles within the Commonwealth of Massachusetts.

5. Minimize loss of existing jobs and encourage creation of new jobs, especially in sections of the Commonwealth having chronic high unemployment rates.

Availability of rail service may be the critical factor in determining whether or not certain firms will remain in business in the Commonwealth. Many firms considering opening plants place availability of rail service high on their lists of requirements as well. Consequently, by preserving rail service, the Commonwealth can preserve existing jobs and generate additional employment. Some of the lines previously under subsidy serve areas where unemployment has been a persistent problem.

6. Keep operation of railroad lines in the private sector, with service provided either by the established railroad companies or by qualified new short line operators.

The seven branch lines previously under subsidy are now leased to privately-owned, short line carriers under agreements with EOTC. The Commonwealth does not intend to assume operation of railroad branch lines directly itself as a common carrier under the provisions of the Interstate Commerce Act.

7. In cases where a railroad has demonstrated conclusively that it should be permitted to abandon a railroad line segment, the railroad position should be supported and railroad users should be assisted in efforts to meet the competitive challenges posed by the abandonment.

In several instances during the past several years, the EOTC has assisted the Boston and Maine Corporation to abandon certain lines where the cost/benefit analysis of operations of the line indicated that abandonment constituted the only reasonable course of action. The EOTC and the Railroad in each instance cooperated with affected users to adjust their transportation practices as the result of the abandonment.

8. Promote "Line Transfers" between Class I railroads and between Class I railroads and other railroads where geographic, operational and financial conditions indicate mutual benefits to the railroads involved and to the other public and private interests affected.

During the period of railroad expansion within the Commonwealth of Massachusetts during the nineteenth century, the original "trunk line" railroads constructed railroad branch lines into each other's territory in the name of competition. During the past era of the railroad mode of transportation having a practical monopoly of freight service, railroad intramodal competition was predicated on a sound basis. The development of truck transportation and the general decrease in the railroad traffic base has rendered the case for competition unrealistic in many instances. The transfer of a given branch line, in whole or in part, from one carrier to another carrier will result in a financial benefit to both carriers in many instances.

9. State Investment in the Rehabilitation of railroad rights-of-way and facilities will be made only when such rights-of-way and facilities are in public ownership.

The general principle was enunciated by the Massachusetts Legislature (otherwise known as "The Great and General Court") in the 1975 railroad program legislation (Chapter 859 of the Acts of 1975) that state investment in railroad

rights-of-way and appurtenant facilities were permissible only when such rights-of-way and facilities were in public ownership.

The principle was confirmed by the enactment of Chapter 732 of the Acts of 1981 which provided additional funding authority for EOTC acquisition and rehabilitation of railroad freight and passenger lines within the Commonwealth of Massachusetts.

10. Allocate Federal, State and local funds available for the Rail Assistance Program in the manner producing maximum overall benefit.

In recent years, the amount of federal funding has been reduced substantially. If all potential assistance projects in the Commonwealth were funded, the cost would far exceed the federal funding available. It is therefore necessary to establish priorities and to fund those projects that will produce maximum benefit within federal and state budget constraints.



## CHAPTER II

### THE RAIL SYSTEM IN MASSACHUSETTS

#### A. Overview

Massachusetts is currently served by ten operating freight railroad companies. Of these, two are Class I Railroads (gross revenue in excess of \$50 million per year), two are Class II Railroads (gross revenue between \$10 million and \$50 million per year), and six are Class III Railroads (gross revenue under \$10 million per year). Five of the ten railroads also operate within other states. Five have operations confined to the Commonwealth but each interchanges traffic with interstate railroads. Freight service is provided on approximately 1300 railroad route miles in Massachusetts.

Most of the railroad freight carried in Massachusetts is interstate traffic, since point to point distances within the state are relatively short, thus making truck service highly competitive. The maximum separation of any two towns in the state is about 250 miles by highway. In discussing the Massachusetts rail system, it is essential to consider its relationship to the regional and national rail networks as well as the service it performs within the state.

The Massachusetts railroad system is depicted on Map II-1.

The most heavily used rail route serving the Commonwealth is the Conrail New England Division Main Line, formerly the Boston and Albany Railroad. This line extends to Boston from a point on the Hudson River South of Albany, New York, where it connects with a line into Conrail's Selkirk, New York yard. All traffic destined for Conrail points in New England except southwestern Connecticut enters Massachusetts

on this line. At Selkirk, there are connections with Conrail lines extending west to Chicago and St. Louis and south to Washington, D.C. Massachusetts points served directly by the New England Division Main Line include Pittsfield, Westfield, Springfield, Palmer, Worcester, Framingham and Boston.

The second most heavily used rail route serving Massachusetts is actually a combination of portions of three Boston and Maine Corporation Main Lines and two branch lines which form a through route between Mechanicville, New York and Portland, Maine. This route consists of part of the Fitchburg Route Main Line between Mechanicville and Willows (Ayers), Massachusetts (154.2 miles), the entire Stony Brook Branch from Willows to North Chelmsford (10.9 miles), part of the New Hampshire Route Main Line from North Chelmsford to Bleachery (Lowell) (3.9 miles), the entire Lowell Branch from Bleachery to Lowell Junction (7.6 miles) and part of the Western Route Main Line from Lowell Junction to Rigby Yard (South Portland), Maine, (91.4 miles).

Most Boston and Maine Corporation traffic moving between points west and south of New England and points in Massachusetts, New Hampshire and Maine uses at least part of the Mechanicville-Portland route. At Mechanicville, traffic is interchanged with the Delaware and Hudson Railroad for Montreal, Buffalo and Washington, D.C. At Rotterdam Junction, New York, 21 miles west of Mechanicville on the Fitchburg Route, the B&MRR interchanges traffic with Conrail. At South Portland, the B&MRR interchanges traffic with the Maine Central Railroad via the Portland Terminal Company. Massachusetts points served directly by the Mechanicville-Portland route include North Adams, Greenfield, Fitchburg, Ayer, Lowell, Lawrence and Haverhill. The B&MRR serves Boston by means of the 25 mile line between Lowell and Boston.

The third most heavily used rail route serving Massachusetts is the Boston and Maine Connecticut River Route Main Line, which runs from Springfield, Massachusetts to White River Junction, Vermont, a distance of 123.2 miles. Between East Northfield, Massachusetts and White River Junction, this line is used jointly by the Central Vermont Railway and the Boston and Maine, with some segments of the line owned by each company.

North of White River Junction, the Central Vermont Railway Main Line provides a link to its parent system, the Canadian National Railway, near the international border at East Alburg, Vermont. The Boston and Maine Berlin Route Main Line provides a link between the Connecticut River Route at White River Junction and the Canadian Pacific Railway at Wells River, Vermont. As its southern terminus, the Connecticut River Route connects with the Conrail New England Division Main Line and the Amtrak/Conrail New Haven-Springfield Main Line. As a result of an FRA decision under NERSA, the Boston and Maine was granted limited trackage rights to provide direct freight services over the Amtrak-owned route between Springfield, Massachusetts and New Haven, Connecticut and over certain branch lines in the Waterbury area in Connecticut. Conrail, as well as the B&MRR, operates freight service along this line segment. At Greenfield, the Connecticut River Route crosses the B&MRR's Fitchburg Route Main Line, which forms part of the Mechanicville-Portland route described previously. The B&MRR's largest freight yard, East Deerfield, is located on the Fitchburg Route just east of the Connecticut River Route crossing. A one mile branch known as the East Deerfield loop provides access into the yard from the Connecticut River Route.

Table II-A shows a breakdown of the railroad freight carriers, together with the route mileage (exclusive of mileage

operated under a trackage right arrangement involving another freight railroad) operated within the Commonwealth of Massachusetts.

Table II-A

Massachusetts Freight Railroads and Route MilesClass I Railroads

<u>Carrier</u>	<u>Route Miles</u>
Boston and Maine Corporation (B&MRR)	530
<u>Consolidated Rail Corporation (Conrail)</u>	<u>428</u>
Sub Total	958

Class II Railroads

<u>Carrier</u>	<u>Route Miles</u>
Providence and Worcester (P&WRR)	77
<u>Central Vermont (CVRR)</u>	<u>55</u>
Sub Total	132

Class III Railroads

<u>Carrier</u>	<u>Route Miles</u>
Bay Colony (BCLR)	118
Massachusetts Central (MACRR)	27
Pioneer Valley (PVRR)	24
Grafton and Upton (G&URR)	16
Springfield Terminal (STR)	5
<u>Colorado and Eastern (C&amp;ERR)</u>	<u>2</u>
Sub Total	192
GRAND TOTAL	1,282

B. Consolidated Rail Corporation (Conrail)

The Consolidated Rail Corporation was established under the Regional Rail Reorganization Act of 1973 (3R Act) for the purpose of acquiring certain lines of bankrupt railroad



companies in the Northeast and Midwest. Lines to be acquired by Conrail were identified in the Final System Plan of the United States Railway Association (USRA), which was also established by the 3R Act. Conrail commenced operations pursuant to the Plan on April 1, 1976. Conrail is organized as a "for-profit" corporation, not as a government agency, but it had required substantial federal funds to cover capital improvements and operating losses until 1981. In Massachusetts, all lines taken over by Conrail were operated by the Penn Central Transportation Company prior to April 1, 1976. The Penn Central System in Massachusetts was in turn made up of former routes of the New York Central Railroad and the New York, New Haven and Hartford Railroad (New Haven). The New York Central was merged with the Pennsylvania Railroad to become the Penn Central on February 1, 1968, and the New Haven was merged into the Penn Central on December 31, 1968. All New York Central lines in Massachusetts were once part of the Boston and Albany Railroad which was leased to a predecessor of the New York Central in 1900. The New Haven System was formed through a series of mergers of numerous smaller companies, but most of its lines in Massachusetts were once part of either the Old Colony Railroad, the Boston and Providence Railroad or the New England Railroad.

Prior to its inclusion in Penn Central, the New Haven Railroad had been in bankruptcy since July 1961. Penn Central declared bankruptcy in June 1970.

Conrail currently operates approximately 428 route miles of railroad in Massachusetts. This amount represents a reduction of 238 route miles (35.6% drop) in route miles operated by Conrail within the Commonwealth since the passage of NERSA. Most of these route miles are now being operated by other railroad carriers. The balance has been abandoned.

There have been no significant route system changes in the Conrail route system within Massachusetts since the publication of the 1983-1984 State Rail Plan update. Under the provisions of NERSA, Conrail is not required to file with the ICC an annual System Diagram Map which outlines potential changes in the Conrail route system.

Conrail was required to submit to two "profitability tests" conducted by USRA under the NERSA statute. USRA certified that Conrail had passed both tests and thus USDOT has then continued to promote a sale of Conrail as a single entity to another party or parties.

Having passed both profitability tests mandated by the Congress, USDOT has proceeded to solicit individual bids by other parties to bid for the common stock of Conrail held in the name of the United States Government. The bidding process produced fourteen bids which were reviewed by the federal government.

The list of 14 bidders was first reduced to six of the bidders and later narrowed to three bidders.

Finally, USDOT selected the Norfolk Southern Corporation (NS) as the most appropriate entity to purchase the eighty-five percent of Conrail common stock in federal government ownership. Following this selection, legislation necessary to effect the stock sale was drafted and introduced into the United States Senate. The Senate subsequently enacted the legislation and transmitted the proposed law to the United States House of Representatives.

After several months of hearings and deliberations, the Chairman of the House Committee on Energy and Commerce announced categorical opposition to the sale of Conrail to NS primarily on the basis that the sale would result in undue

concentration of railroad freight services within the Northeast Quadrant of the nation into a single corporate structure.

In the face of this strong and clear opposition, NS subsequently withdrew its offer to purchase the Conrail stock. USDOT then announced it would seek a sale of the Conrail stock through a managed public sale. The legislation to enable a public sale, the Conrail Privatization Act of 1986, was then enacted in the closing hours of the Ninety-Ninth Congress.

The present Conrail route system within Massachusetts is shown on Map II-2.

C. Boston and Maine Corporation (B&MRR)

The Boston and Maine Corporation was organized in 1964 as successor to the Boston and Maine Railroad which had been incorporated in 1919 as a reorganization of an 1835 New Hampshire corporation. The present corporation was in bankruptcy between March 12, 1970 and June 30, 1983. The system operated by the Boston and Maine Railroad was formed through a series of mergers of numerous smaller companies. Most B&MRR lines in Massachusetts were once part of the Eastern Railroad, the Boston and Lowell Railroad, the Fitchburg Railroad, or the Connecticut River Railroad.

The Boston and Maine Corporation currently operates freight service over approximately 530 route miles within the Commonwealth of Massachusetts.

In mid-June of 1983, the B&MRR Corporation emerged from over thirteen years of bankruptcy when sale of the railroad assets to Guilford Transportation Industries (GTI) was consummated. GTI had previously acquired the Maine Central

Railroad in 1981. GTI subsequently acquired the Delaware and Hudson Railroad in January of 1984. Although the three railroads now form the GTI family of lines, the separate corporate structure of the respective railroads has been continued. Overall management policy and control, however, has been vested in GTI in order to maximize the revenues of the three railroads and to achieve operating efficiencies on a GTI systemwide basis.

System route changes for the B&MRR since the publication of the most recent State Rail Plan update have been minor and are detailed elsewhere in this Update.

The B&MRR route system within Massachusetts is shown on Map II-3.

D. Providence and Worcester Railroad Company (P&WRR)

The Providence and Worcester Railroad Company is a wholly owned subsidiary of Capital Properties, Incorporated which took its present name on July 31, 1984.

The Providence and Worcester Railroad was originally incorporated separately in Rhode Island and Massachusetts in 1844. The Massachusetts Corporation was merged into the Rhode Island Corporation in 1845. The Company's main line between Providence and Worcester was opened in 1847. In 1892 the P&WRR was leased to the New Haven Railroad for 99 years, after being operated for three years by another company absorbed by the New Haven. When the New Haven Railroad merged into the Penn Central, the P&WRR was initially operated by Penn Central under the terms of the old lease. The P&WRR Board of Directors found that independent operation would be more beneficial than the new lease terms that Penn Central was offering. After lengthy regulatory proceedings, the P&WRR commenced independent operations in February 1973.



At that time the Providence and Worcester Company became the operating company. Initial operation of the 45 miles of track included the Main Line between Providence and Worcester and a short Branch Line in Rhode Island.

The P&WRR expanded in February 1974 by acquiring the Boston and Maine Corporation (B&MRR) Gardner Branch which was to have been abandoned. On April 1, 1976 the former Norwich and Worcester Railroad line between Worcester and Plainfield, Connecticut and the Penn Central lines between Plainfield and Versailles, Connecticut and between Southbridge and Webster, Massachusetts plus several branches in Rhode Island were conveyed to the P&WRR as part of the Northeast Railroad Reorganization. On June 1, 1980, the P&WRR acquired the former Norwich and Worcester Railroad line between Plainfield and Groton, Connecticut, and the former New Haven Railroad line in Groton, Connecticut, which line is known as the old Groton Main.

On May 1, 1982, under Section 305 (f) of the Regional Rail Reorganization Act of 1973, as amended, Conrail transferred ownership and freight service obligations from seven segments of track in the State of Rhode Island totalling 32.8 miles to the P&WRR. Conrail also transferred the freight service obligation on the Amtrak Northeast Corridor in the following segments: MP 101.2 - MP 141.1 in the State of Connecticut and MP 141.1 - MP 190.8 in the State of Rhode Island. This transfer leaves the P&WRR as the sole Freight Operating Railroad in Rhode Island. The P&WRR received overhead trackage rights from Conrail in order to serve the Newport Secondary in Rhode Island via the Attleboro Secondary from MP 0.0 to MP 9.4, the New Bedford Branch from MP 9.4 to MP 13.3, the New Bedford Secondary MP 13.3 to MP 16.9 and the Newport Secondary from MP 0.0 to the Rhode Island - Massachusetts State Line at MP 14.2. In conjunction with serving the Rhode Island portion of the Newport

Secondary, the P&WRR also received overhead trackage rights in Massachusetts over the Shore Line from MP 190.8 and MP 197.5 from Conrail and from the MBTA by agreement.

On September 28, 1984 the Providence and Worcester Railroad Company purchased approximately 4 miles of trackage in Worcester, Massachusetts from the Boston and Maine Corporation which now gives the P&WRR a continuous rail line from Providence, Rhode Island and Groton, Connecticut to Gardner, Massachusetts. P&WRR also purchased an additional mile of trackage in Gardner, Massachusetts from the B&MRR Corporation moving the northerly property line of its Gardner Branch north to the entrance of the B&M's Yard in Gardner.

The P&WRR now operates more than 390 route miles of railroad in its system, of which over 130 miles are in the Commonwealth of Massachusetts.

There has been no change in the Massachusetts segments of the Providence and Worcester Railroad Company since the publication of the previous State Rail Plan Update.

E. The Central Vermont Railway, Inc. (CVRR)

The Central Vermont Railway was incorporated in August 1929 as a reorganization of a similarly named company, the origin of which dated from the 1840's. All stock of the CVRR is owned by the Grand Trunk Corporation, which is in turn owned by the Canadian National Railway Company. The CVRR Main Line between New London, Connecticut and East Alburg, Vermont runs through the Commonwealth from the Connecticut line at Monson to the Vermont line at East Northfield, a distance of 55 miles. The CVRR has no other lines in Massachusetts except for industrial and yard tracks. The entire Central Vermont system consists of 303 owned route miles and 74

route miles of operating rights in Connecticut, Massachusetts, New Hampshire, Vermont and the Province of Quebec.

There has been no change in the Massachusetts segment of the Central Vermont Railway System since the most recent State Rail Plan publications.

The route systems of the P&WRR and CVRR, which are the two Class II railroads operating within the Commonwealth of Massachusetts, are shown on Map II-4.

F. Bay Colony Railroad Corporation (BCLR)

The Bay Colony Railroad Corporation was created by a Special Act of the Massachusetts Legislature in 1977.

The Corporation was formed by a group of local businessmen for the purpose of operating railroad freight services within the Southeastern Massachusetts area which had been the subject of abandonment consideration by USRA. When EOTC decided to select Conrail as the designated operator to provide continued railroad freight service on the Cape Cod Light Density Line segments, BCLR awaited further developments in this area. Upon the disclosure by Conrail that it would pursue large scale abandonment of its common carrier railroad operations with Southeastern Massachusetts, BCLR responded with renewed interest in the potential of becoming a short line operator of railroad freight services in this portion of the Commonwealth.

After a lengthy and complex process of EOTC acquisition of railroad line segments from Conrail, the Penn Central Corporation and the MBTA, and EOTC review of railroad proposals, Bay Colony executed a lease and operating agreement with EOTC whereby BCLR replaced Conrail as the operator of specified line segments within eastern Massachusetts on June 14,

1981. Bay Colony now has the right to operate 118 route miles within the Commonwealth of Massachusetts. Bay Colony does not operate any lines in any other state.

There has been no change in the Bay Colony Railroad Corporation route system since 1982.

The BCLR route system is shown on Map II-5, together with the route systems of the other five Class III railroads operating within the Commonwealth of Massachusetts.

G. Massachusetts Central Railroad Corporation (MACRR)

The Massachusetts Central Railroad was incorporated December 16, 1975, with the purpose of acquiring and operating railroad branch lines in Massachusetts. During its first three years, MACRR provided switching service at various locations as a contractor. In January, 1979 this railroad began providing freight service on the 1.4 mile Boston and Maine spur line to the Ludlow Corporation plant in Ware under the Authority of an ICC car service order. On December 11, 1979, the MACRR commenced operations of the portion of the Ware River Secondary Track between Quaboag Junction (Palmer) and South Barre (23.4 miles) as Designated Operator for the Commonwealth. Conrail was previously the Designated Operator of this line, which is now owned by the Executive Office of Transportation and Construction. In May 1980, MACRR began running trains over the 1.6 mile segment of the Ware River Secondary between Quaboag Junction and Palmer under a trackage agreement with Conrail.

In the period between December 11, 1979 and July 31, 1982, federal and state full operating subsidy support was available to the Massachusetts Central Railroad Corporation in the operation of freight services over the Ware River



Secondary Track. Since August 1st of 1982, the Railroad has operated without full operating subsidy support.

H. Pioneer Valley Railway Company (PVRR)

The Pioneer Valley Railway Company is a wholly-owned subsidiary of the Pinsly Company. The Pinsly Company, formerly known as the S.M. Pinsly Company, has had long and extensive experience in the operation of short line railroads within the New England area and other southeastern states.

The PVRR now owns and operates the former Conrail Holyoke and Florence Secondary Lines in western Massachusetts after a protracted proceeding before the FRA in conformance with the mandate of NERSA that these lines be sold to another qualified railroad carrier.

<u>Line</u>	<u>Description</u>	<u>Miles</u>
Holyoke	Westfield to Holyoke	11.8
Florence	Westfield to Easthampton	13.6

The Boston and Maine Corporation sold to the PVRR the 1.7 mile southern segment of its 3.3 mile Easthampton Branch. which segment is contiguous to the northern end of the PVRR Florence line. This sale provided PVRR with an additional significant railroad freight service user and, at the same time, facilitated the abandonment of the balance of the B&MRR Easthampton line which was in a seriously deteriorated physical condition. The EOTC supported this sale as a service coordination program which is of significant benefit to the railroads, to users, and to the economic base of the area involved.

I. Grafton and Upton Railroad Company (G&URR)

The Grafton and Upton Railroad Company was incorporated in October 1873 as the Grafton Center Railroad. This company opened a narrow-gauge rail line between Grafton Center and North Grafton in August 1874. The line was converted to standard gauge in September 1887, and in February 1888 the present name was adopted. The G&U was extended to West Upton in March 1889 and to Milford in May 1890.

In 1902 the Grafton and Upton was electrified and streetcars were substituted for conventional passenger trains. Steam-powered freight operations continued until about 1919, when electric locomotives were acquired. Passenger operations ended in August 1928. Diesel-electric locomotives replaced electric freight locomotives in 1946. Today the G&URR operates a 15.4 mile route between the Conrail New England Division Main Line at North Grafton and the Conrail Milford Secondary Track at Milford. All freight interchange takes place at North Grafton.

For many years the G&URR was owned by its largest shipper, the Draper Company of Hopedale. In the early 1970's Draper's parent company, Rockwell International, phased out operations at the Hopedale plant. In January 1979 the G&URR was sold to a group of private investors based in Worcester.

On September 30, 1982, the President of the Grafton and Upton Railroad Company submitted a formal proposal to the Secretary of EOTC whereby the G&U main line would be sold to EOTC, rehabilitated by EOTC and leased back to the Grafton and Upton on a long term basis for continued operation without any public financial support. After the receipt of this proposal, EOTC agreed to provide a temporary state-funded operating subsidy to the G&URR for the period June 1, 1983 through December 31, 1983 pending a determination by EOTC on

the sale proposal. In early 1984, EOTC determined that it would not purchase the railroad main line. EOTC continues to work with the railroad and line users on alternative programs to meet the transportation needs of current customers of the Grafton and Upton Railroad.

There have been no changes in the G&URR route system since the last Rail Plan Update was issued.

J. Springfield Terminal Railway Company (STR)

The Springfield Terminal Railway Company is a wholly-owned subsidiary of the Boston and Maine Corporation. Prior to 1982, this company operated branch line railroad service outside Massachusetts within northern New England.

Springfield Terminal replaced Conrail as the operator of the East Longmeadow Secondary Track between Springfield, Massachusetts and Enfield, Connecticut, a distance of approximately ten miles in April of 1982. The East Longmeadow branch was sold by Conrail to the Boston and Maine Corporation in accordance with the Expedited Transaction Proposal process contained in NERSA. In September of 1982, the B&MRR assumed direct operation of this branch line in place of the STR.

Springfield Terminal has also assumed operation of approximately five miles of the Lowell Secondary Track between West Concord and Acton. This line segment was acquired by EOTC from the Penn Central Corporation early in 1982. Conrail had provided service to customers on the Lowell Line as designated operator for the Commonwealth from April 1, 1976 to August 15, 1982. Conrail subsidy requirements, as documented in the 1980 State Rail Plan Update, had become excessive in recent years. STR now operates service to Lowell Line customers from a shorter, more efficient interchange

with the Boston and Maine Corporation as the designated operator for the Commonwealth of Massachusetts without any financial assistance.

Springfield Terminal operates this line with a portable Trackmobile which is assigned to other branch line operations within southern New England during time periods when it is not operating Lowell Line service.

STR had operated branch line service as the agent for the BCLR but such operations have now been discontinued by STR.

K. The Colorado and Eastern Railroad (C&ERR)

In mid-1986, the Fore River Railroad leased its line to a subsidiary of the Colorado and Eastern Railroad for operation of freight services.

The Fore River Railroad was incorporated January 6, 1919 to operate a private railroad that had been constructed in 1903 to serve a large shipyard on the Quincy side of the Weymouth Fore River. The railroad has always been under the same ownership as the shipyard, but also served another major customer as a common carrier. The General Dynamics Corporation of St. Louis, Missouri has owned the shipyard and railroad since 1964.

The lease of the Fore River Railroad to the C&ERR followed the decision of General Dynamics to phase out its shipyard operation in Quincy.

The main line of the Fore River Railroad is 2.4 miles long. The railroad has never operated passenger service. Its sole connecting outlet is with Conrail in Braintree.



## CHAPTER III

### Railroad Passenger Service in Massachusetts

#### A. Introduction

The Federal Rail Assistance Regulations do not require descriptions of railroad passenger service in each state. In Massachusetts, however, the future of passenger service has an important bearing on the future of freight service. Nearly 35 percent of the railroad route mileage operated within the Commonwealth has daily commuter or daily intercity passenger service operations in addition to freight service operations. On lines used predominantly by commuter and intercity passenger trains, capital investment and maintenance costs are borne largely by the passenger operation, with a user fee being charged to freight service in some cases. If passenger service were discontinued on some of these lines, it would be difficult to continue freight service without external financial assistance or substantial rate increases.

#### B. Background of railroad passenger service in the Commonwealth.

##### 1) Commuter

Between 1835 and 1885, when most of the railroad routes now serving Massachusetts were originally built, railroads were the fastest means of passenger transportation except for very short trips. About 98 percent of the railroad route mileage in the Commonwealth once carried regularly-scheduled passenger trains. The development of the automobile and improvements to the road system in the beginning years of

the twentieth century resulted in substantial ridership losses, which led to cutbacks and discontinuance of passenger service on many branch lines as early as 1910. Service was provided entirely as a private enterprise and, despite population growth, the pattern of ridership losses and service cutbacks continued until the early 1960's, with a brief hiatus during the World War II years.

In 1964 when the Massachusetts Bay Transportation Authority (MBTA) was created, discontinuance of most remaining railroad commuter service in Massachusetts was imminent due to the bankruptcy or near bankruptcy of the railroads operating the service. One of the primary purposes of the MBTA was to provide subsidies to continue this service at least until permanent alternatives could be developed. Subsidization of most lines serving North Station began in January 1965. Subsidization of some lines serving South Station began in April 1966. Routes were added to the program gradually as the railroads received regulatory approval to discontinue unsubsidized service. Certain routes were discontinued when further subsidies were found to be unjustified. Since 1976 all railroad commuter service in Massachusetts has been subsidized.

## 2) Intercity

The decline of intercity railroad passenger service began later than that of local service. Rapid growth of commercial aviation and long distance bus service in the 1930's presaged later problems, but substantial private investment in intercity passenger rail service continued into the 1950's. The construction of the Express Highway System and the introduction of jet-powered passenger aircraft hastened the demise of long distance passenger trains throughout the United States. The National Railroad Passenger Corporation (Amtrak) was established by Congress in 1971 as a private

"for profit" corporation which was to operate a nationwide network of intercity passenger trains. The railroads were permitted to discontinue all other intercity passenger service effective May 1, 1971 in return for specified contributions of rolling stock and capital to Amtrak. A few railroads elected to continue running intercity service after May 1, 1971, but these lines did not serve New England.

Initially, Amtrak owned only rolling stock and contracted with the railroads to operate Amtrak trains using railroad employees. Some Amtrak service is still operated in this manner. The original goal of a self-sustaining system was never achieved. Today Amtrak is financed with Federal funds augmented by state contributions for some specific services.

C. Description of Present Boston Commuter Rail Service

All commuter rail service to and from Boston is operated under the auspices of the MBTA. The rolling stock used in this service is owned by the MBTA. Most of the routes over which service is provided are also owned by the MBTA. At present, the Boston and Maine Corporation operates all of the commuter railroad service under a contract with the MBTA which will expire on December 31, 1986. MBTA has selected Amtrak to operate the service as of January 1, 1987.

By law, the MBTA can provide service to points outside of the 78 city and town MBTA District only if funding of this service is provided from other sources. Eight of the commuter rail routes extend outside of the District. The MBTA is reimbursed for the added net cost of all such service through contracts with Regional Transit Authorities or involved municipalities.

As of the fall of 1986, commuter service on former B&M owned lines from North Station was operated on the Eastern Route

Main Line, Gloucester Branch, Western Route Main Line, New Hampshire Route Main Line, and Fitchburg Route Main Line.

As of the fall of 1986, commuter service on former Penn Central owned routes from South Station was operated on the New England Division Main Line (formerly Boston and Albany), the Boston-New Haven Main Line (formerly Boston and Providence), the Franklin Branch, and the Stoughton Branch.

Exhibit A shows a breakdown of the 243.6 route miles of Commuter Railroad service operated by the Boston and Maine Corporation under the financial support agreement with the MBTA.

Exhibit B shows the historical pattern of annual ridership on the subsidized commuter railroad network within eastern Massachusetts since 1971. Ridership for the 1986 calendar year will have increased over seventy percent (70%) when compared to the 1976 calendar year. This dramatic increase is attributed to improved speed, comfort and reliability of the commuter service as the result of MBTA investment in station and right-of-way improvements and in new and rehabilitated locomotives and passenger coaches.

Exhibit C shows a schematic diagram of the MBTA Commuter Railroad Network together with the most recent count of average daily inbound passengers by station location.

D. Description of Amtrak Intercity Service in Massachusetts

At the time the Amtrak system was established, unsubsidized intercity railroad passenger was being operated by the Penn Central Transportation Company on five routes in Massachusetts. These were Boston to New York and Washington via Boston-New Haven Main Line (the so-called "Northeast Corridor"); Springfield-New Haven via Mill River-Springfield Main



Line; Boston-Chicago via New England Division Main Line; Pittsfield-New York (weekends only) via Canaan Secondary Track, and Worcester-New London, Connecticut via Norwich Branch. Of these routes, only Boston to New York/Washington and Springfield to New Haven were included in the basic Amtrak system. Service on the other lines was discontinued on April 30, 1971.

Under agreement with the Commonwealth, Amtrak operated one daily round trip between Boston and New Haven or points south via the New England Division and Mill River-Springfield Main Lines (the so-called "Inland Route") from May 17, 1971 to February 28, 1975. This service was dropped because of low ridership and state funding problems.

Amtrak reinstituted passenger service between Boston and New York City and Washington along the Inland Route (serving Wellesley, Framingham, Worcester and Springfield) in late October of 1984 without a state funding requirement. This reinstitution of the train, known as The Bay State, was made possible by track and signal improvements already accomplished or committed by EOTC, by Conrail and by Amtrak over individual segments of the Inland Route.

Amtrak currently operates an extensive intercity passenger service between New Haven, Connecticut and Springfield, Massachusetts with some trains extending to New York and Washington, D.C.

In October 1973 Amtrak instituted one daily round trip, The Montrealer, between Washington and Montreal via the Mill River-Springfield Main Line and the B&MRR Connecticut River Route Main Line. Previous unsubsidized service on this route had been discontinued in October 1966. The Montrealer is still operating over this route.

In October 1975, Amtrak instituted one daily round trip, The Lake Shore Limited between Boston and Chicago. This train ran through Massachusetts on the present Conrail New England Division Main Line. The Lake Shore Limited was originally operated as a two-year experiment but is now part of the permanent Amtrak system.

Since April 1, 1976, Amtrak has owned the Mill River (New Haven)-Springfield Main Line. Passenger service on this line is operated by Amtrak employees, but freight service is operated by Conrail and the Boston and Maine Corporation.

The Lake Shore Limited and The Bay State are dispatched and operated by Conrail employees, as Amtrak does not own the lines it runs on except for a short segment in New York State.

Northeast Corridor trains between Boston and New York via the "Shore Line" serving Providence, Rhode Island and New London, Connecticut are operated by Amtrak employees. The tracks used by this service in Massachusetts are owned by the MBTA, but maintained by Amtrak under a trackage agreement. Amtrak employees are in charge of dispatching all trains on the Boston-New Haven Main Line including MBTA commuter trains to Attleboro, Franklin and Stoughton.

Amtrak operates daily intercity passenger services over 257.8 route miles within the Commonwealth of Massachusetts. The Boston and Maine Corporation also operates commuter railroad services over 52.7 of these Amtrak route miles. Consequently, passenger service is operated over 448.7 route miles of railroad within the state. This passenger service mileage is approximately 35% of the total route miles (1282) operated by the ten freight railroads within the Commonwealth.

E. Amtrak Seasonal Service

In early July of 1986, Amtrak initiated a weekend summer seasonal service between New York City and Washington, D.C. and Hyannis Depot on Cape Cod. The service was provided under a net cost of service contract between Amtrak and EOTC.

This new Amtrak service became possible upon the completion of a substantial track improvement program between Attleboro at the Northeast Corridor Line and Hyannis, a distance of approximately 65 miles. Amtrak provided two weekend round trips under the train designation of the "Cape Codder." This was the same name of the New York City-Hyannis train which was operated by the New Haven Railroad until 1964.

The market response to the Cape Codder exceeded both Amtrak and EOTC expectations with late summer season runs requiring nine passenger cars. It is intended that this service will be operated during future summer seasons.

F. CCH Seasonal Passenger Services

A newly incorporated entity, the Cape Cod and Hyannis Railroad, (CC&HRR) initiated a tourist excursion railroad passenger service for the 1981 summer season between Hyannis and East Sandwich on Cape Cod, a distance of approximately 17 miles. The railroad was permitted, by lease agreements, to utilize the MBTA and Conrail owned line segments between the terminal points. The Conrail freight operation was given absolute preference over the passenger operation, and the passenger service function was required to bear all incremental costs incurred solely as a result of the addition of passenger service.

Since the 1982 summer season the passenger service operation has been extended to cover the entire Hyannis Secondary Track (MP 0.0 to MP 23.4) and the entire Falmouth Secondary Track (MP 0.0 to MP 13.8), all of which are now in the ownership of the EOTC. For the past three summer seasons, the CC&HRR, Conrail, the Bay Colony Railroad and EOTC have joined in a cooperative demonstration program whereby the CC&HRR operates railroad passenger service from Braintree to Hyannis (67.5 miles). This service connects with the MBTA electrified rapid transit "Red Line" terminal at Braintree. CC&HRR operates its passenger service with a combination of owned and leased equipment.

G. Excursion Passenger Services

The Providence and Worcester Railroad operates charter railroad passenger trips over its route system within Massachusetts using its own passenger cars.

The Berkshire Scenic Railway (BSR), under agreement with the Boston and Maine Corporation, initiated a 1984 summer season passenger train operation with leased equipment over the Canaan Branch of the Boston and Maine between Lee and Great Barrington, a distance of approximately 15 miles.

H. Changes in Passenger Services

There has been one change in the Amtrak service system within the Commonwealth of Massachusetts since the submission of the prior State Rail Plan Update. This change was the addition of the Cape Codder to the Amtrak route system.

Map III-1 shows the current MBTA, Amtrak and summer season passenger service routes within the Commonwealth of Massachusetts.



EXHIBIT A  
MBTA COMMUTER SERVICES

North Station Routes

<u>Route Segment</u>	<u>Route Miles</u>
Eastern Route (Boston-Ipswich)	27.8
Gloucester Branch (Beverly-Rockport)	16.6
Western Route (Boston-Haverhill)	32.9
New Hampshire Route (Boston-Lowell)	25.4
<u>Fitchburg Route (Boston-Gardner)</u>	<u>64.7</u>
Sub Total	167.4

South Station Routes

<u>Route Segment</u>	<u>Route Miles</u>
Boston and Albany (Boston-Framingham)	21.4*
Boston and Providence (Boston-Attleboro)	31.3*
Franklin Branch (Readville-Franklin)	18.8
<u>Stoughton Branch (Canton-Stoughton)</u>	<u>4.7</u>
Sub Total	76.2
GRAND TOTAL	243.6

\*Amtrak also operates this route mileage.



## EXHIBIT B

## Massachusetts Bay Transportation Authority

Commuter Railroad Northside and Southside Services

<u>Calendar Year</u>	<u>Annual Passengers</u>	<u>Index (1971=100)</u>	<u>Increase Over Prior Year</u>	<u>Percent Increase</u>
1971	8,149,181	100.0	--	--
1972	7,659,347	94.0	(489,834)	(6.0%)
1973	7,557,555	92.7	(101,792)	(1.3)
1974	8,144,058	99.9	586,503	7.8
1975	7,944,119	97.5	(199,939)	(2.4)
1976	7,562,304	92.8	(381,815)	(4.8)
1977	7,819,802	96.0	257,498	3.4
1978	7,841,648	96.2	21,846	0.3
1979	8,487,296	104.1	645,648	8.2
1980	9,339,015	114.6	851,719	10.0
1981	9,155,089	112.3	(183,926)	(2.0)
1982	10,043,486	123.2	888,397	9.7
1983	11,346,012	139.2	1,302,526	13.0
1984	11,158,170	136.9	(187,842)	(1.7)
1985	11,830,433	145.2	672,263	6.0
1986*	12,883,524	158.1	1,053,091	8.9

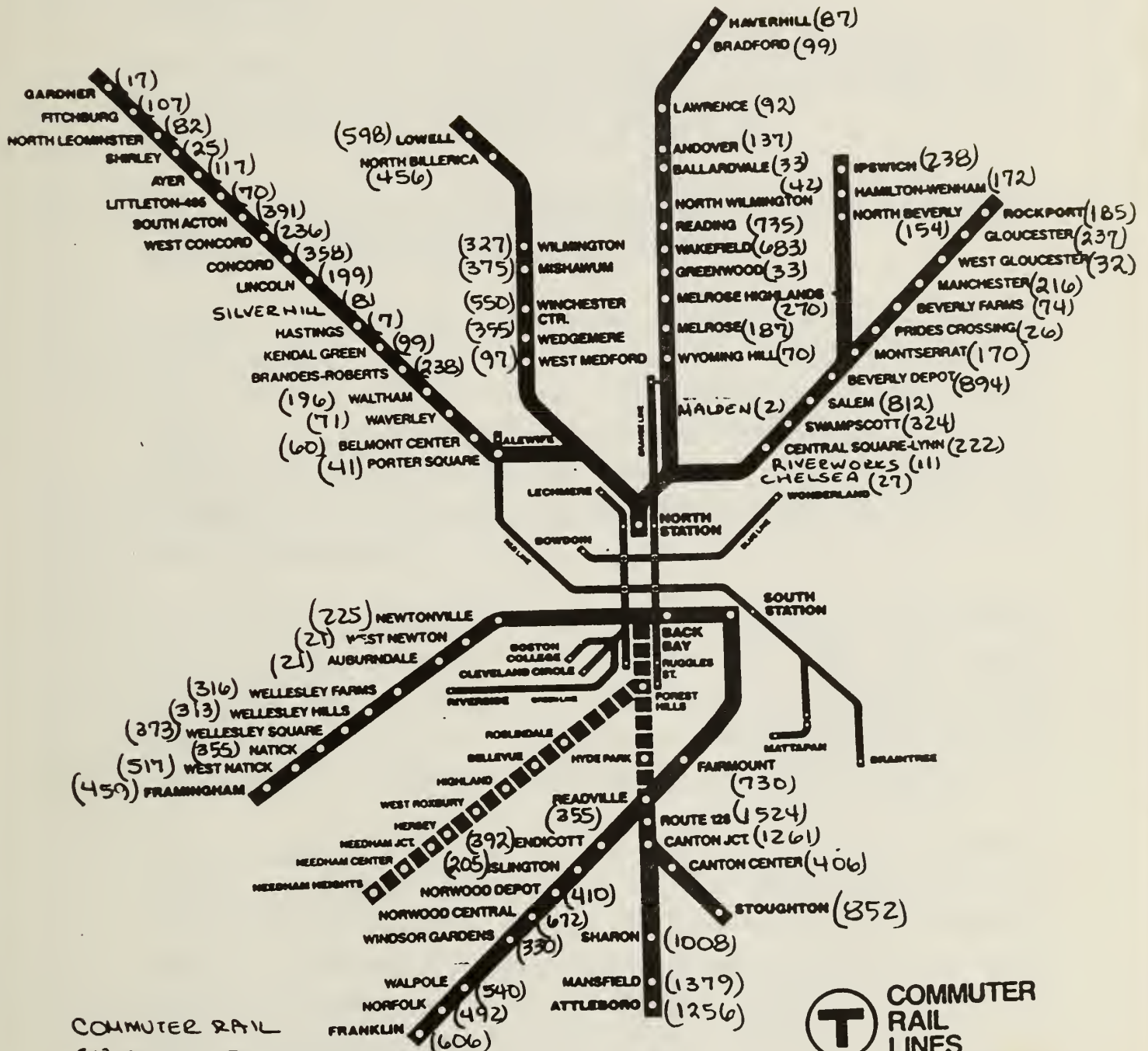
SOURCE: MBTA

\*Estimated





# EXHIBIT C



COMMUTER RAIL  
ON-BOARD RIDERSHIP AUDIT

SEPTEMBER 18, 1986

NORTH SERVICE - 11,344

SOUTH SERVICE - 15,018

SYSTEM TOTAL - 26,362

**T** COMMUTER  
RAIL  
LINES

— MBTA  
— Commuter Rail  
- - - - - Service to be  
restored - 1987



## CHAPTER IV

### Line Status Report

#### A. Introduction

This chapter lists rail lines currently falling within various categories, as previously required by Section 266.15.C.3 of the Federal Rail Assistance regulations.

#### B. Lines potentially subject to abandonment, or for which abandonment is expected within three years.

Section 266.15.C.3ii of the Federal Rail Assistance Regulations formerly required a list of all rail lines in the state which a common carrier has identified on its system diagram map as potentially subject to abandonment and lines which are expected to be the subject of an abandonment or discontinuance application within three years following the date of submission.

Although this requirement has been waived by the Federal Railroad Administration as of March 15, 1982, this State Rail Plan Update includes the line status information since such information is of significant importance to railroad management, to railroad users and to the general public.

In the case of Conrail, a System Diagram Map was filed in conformance with 49 CFR 1121 on May 1, 1981. That Map identified 25 line segments within the Commonwealth of Massachusetts as Category I lines subject to anticipated line abandonment. Subsequent to the enactment of NERSA in August of 1981, Conrail withdrew the May 1st filing of the Conrail System Diagram Map on August 31, 1981. In a decision served on August 25, 1982, the ICC decided that NERSA exempted

Conrail from System Diagram Map Filing requirements. Consequently, Conrail has not filed a System Diagram Map with the Interstate Commerce Commission since the publication of the most recent State Rail Plan Update.

In the case of the Boston and Maine Corporation, which was a railroad in reorganization under the provisions of Section 77 of the Federal Bankruptcy Law, the Milwaukee Railroad Restructuring Act of 1979 specifically exempted Section 77 railroads from the system diagram map requirements. Consequently, the Boston and Maine Corporation did not file the map for the years 1980 through 1982 inclusive. In mid 1983, the Corporation was successfully reorganized and a Systems Diagram Map for the Boston and Maine Railroad route system was filed in August of 1983. The map indicated several routes were subject to the filing of an abandonment application within the next three years.

The Central Vermont Railway also filed a System Diagram Map in mid 1983. This filing indicated that no railroad routes within the Commonwealth of Massachusetts would be the subject of an abandonment application by the Central Vermont within the next three years.

None of the other seven common carrier railroads operating within the Commonwealth of Massachusetts has filed a system Diagram Map with the Executive Office of Transportation and Construction since the previous State Rail Plan submission.

C. Boston and Maine System Diagram Map Lines

The following line segments operated by the Boston and Maine Corporation have been identified by the Corporation as subject to the filing of an abandonment application within the three year period as of August, 1983.



Saugus Branch (MP 2.8 to MP 12.4)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. The Executive Office of Transportation and Construction signed an agreement with the Boston and Maine Corporation for a \$385,000 rehabilitation effort by the Corporation to return the line to a solid Class I track condition. The General Electric Company (GE) agreed to repay approximately fifty percent of the project cost to the Commonwealth over a fifteen year period since GE is the major source of railroad traffic over this line. Rehabilitation of this line to a Class I track standard was completed in 1985. In view of the joint EOTC-GE funding program, it is not anticipated that the Boston and Maine will file for abandonment of this line.

Chicopee Falls Branch (MP 0.8 to MP 2.2)

This line is located wholly within the Commonwealth. The line is owned by the Boston and Maine Corporation. This line has been abandoned.

Marblehead Branch (MP 1.0 to MP 1.5)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The line is currently out of service.

Bemis Branch (MP 8.6 to MP 10.9)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The Executive Office of Transportation and Construction signed an agreement with the Boston and Maine Corporation for a \$370,000 rehabilitation project by the

Corporation to upgrade the line to a solid Class I track condition. A grant of \$250,000 from the Federal Railroad Administration under the Local Rail Service Assistance Program was contributed to the project cost. In view of the completed rehabilitation project, it is not anticipated that the Boston and Maine will file for abandonment of this line.

Watertown Branch (MP 4.3 to MP 7.8)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The line currently receives railroad freight service. The line is in a marginal Class I track condition. The railroad has assured EOTC that it will work with the Commonwealth, local municipal officials and line users on program alternatives to preserve railroad freight service on this branch line.

Eastern Route Maine Line (MP 18.7 to MP 36.9)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. Freight service is operated over the line segment from Boston to MP 36.9 in the City of Newburyport. The Boston and Maine Corporation operates commuter railroad service from Boston to Ipswich at MP 27.8. The commuter service segment between MP 18.7 and MP 27.8 has been upgraded to a Class III track standard by MBTA with the installation of new 132 lb. continuous weld rail (CWR). The track segment between MP 27.8 and MP 36.9 in Newburyport contains old lightweight 85 lb. jointed rail and the track structure will require an early rehabilitation effort in order to provide a minimum Class I track condition to permit continued railroad freight operations.

The railroad has expressed a willingness to work with the Executive Office of Transportation and Construction, the line users and the City of Newburyport to address the problems posed by the track conditions between MP 27.8 and MP 36.9 on this line.

Hoosac Docks Branch (MP 0.0 to MP 0.5)

This line is located wholly within Massachusetts. The line is owned by the Boston and Maine Corporation. The line has been out of service for several years. The Railroad filed for abandonment of this line in mid 1983 and the abandonment was granted in late 1983.

Fitchburg Freight Cut-off (MP 4.6 to MP 5.7)

This line is wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. EOTC will review the future potential of this line jointly with the Boston and Maine prior to the filing of an abandonment application by the railroad.

Gloucester Branch (MP 18.7 to MP 35.4)

This line is wholly within Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. The Boston and Maine Corporation operates commuter service over the line under a contract with the MBTA. The entire line segment was the subject of a rehabilitation program which included the installation of a relay 131 lb. CWR and new 132 lb. CWR in order to provide smooth faster passenger service with minimum track maintenance requirements. The future of railroad freight service over this branch line will be the subject of discussion between the Commonwealth and the Railroad during the forthcoming months.

Georgetown Branch (MP 4.7 to MP 6.1)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Boston and Maine Corporation. The line has been out of service for more than four years because of deteriorated track conditions.

Monadnock Branch (MP 0.0 to MP 21.0)

This line is located partly within the Commonwealth of Massachusetts. The segment between MP 0.0 and MP 10.1 is within Massachusetts. The line is owned by the Boston and Maine Corporation. The line has been abandoned.

D. Pending Abandonment Cases

At the time of publication of the previous State Rail Plan Update, there were four abandonment or discontinuance cases pending before the Interstate Commerce Commission or before the Boston Federal District Court. All four lines were operated by the Boston and Maine Corporation.

These four lines are identified as follows:

Woburn Loop (MP 0.0 to MP 1.8)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. The Boston and Maine Corporation petition to abandon this line segment has been granted by the ICC.

Lexington Branch (MP 4.3 to MP 15.3)

This line is wholly within Massachusetts. The line is owned by the Massachusetts Bay Transportation Authority. In 1979,



the Boston Federal District Court permitted temporary discontinuance of service over this line in order to enable construction of an electrified rapid transit extension. The line has been out of service since that time. The railroad request to obtain permanent discontinuance of freight service over the line is still pending before the Boston Federal District Court.

Turners Falls Branch (MP 0.0 to MP 3.7)

This line is located wholly within the Commonwealth of Massachusetts. The line is owned by the Vermont and Massachusetts Railroad which leased the operation of the line to a predecessor of the Boston and Maine Corporation in 1873. The line has been out of service for more than three years because of deteriorated track conditions. The Boston and Maine Railroad petition to discontinue the line is still pending before the Boston Federal District Court.

Easthampton Branch (MP 0.0 to MP 3.3)

This line is located wholly within the Commonwealth of Massachusetts. The line has been abandoned under the provisions of an ICC order.

E. Conrail NERSA Abandonment Lines

Under the provisions of NERSA, special branch line abandonment procedures were created to apply to Conrail exclusively. On October 31, 1985 Conrail filed Notice of Insufficient Revenues for six (6) branch line segments within the Commonwealth of Massachusetts with the ICC. This filing was the first step required by NERSA before Conrail was permitted to file a subsequent petition to obtain ICC clearance to abandon any branch line. The current status of these six line segments is as follows:

Dedham Running Track (MP 1.2 to MP 2.2)

This line segment is owned by the MBTA. The line had been "out of service" for a long time period. On June 2, 1986 Conrail did file a formal discontinuance application with the ICC. EOTC did not contest the Conrail application. The ICC issued an order granting the application on September 10, 1986.

Neponset Running Track (MP 1.6 to MP 6.1)

This line is owned partly by the MBTA and partly by Conrail. The line presently serves one user. As of the date of this Update, Conrail has not filed a discontinuance application for this line with the ICC.

Milford Secondary Track (MP 8.5 to MP 9.2)

This line is owned by Conrail. The line segment presently serves no customers. Conrail has not yet filed a discontinuance application for this line segment with the ICC.

Holliston Industrial Track (MP 6.6 to MP 7.2)

This line segment is owned by Conrail. The line presently serves no customers. Conrail has yet to file a discontinuance application with the ICC.

Saxonville Industrial Track (MP 2.5 to MP 3.8)

This line is owned by Conrail. The line segment serves no active customers. Conrail has not filed an application with the ICC for discontinuance of service over this line segment.

Millis Industrial Track (MP 0.0 to MP 3.4)

This line segment is owned by the MBTA. The customer at the end of this line at Milepost 3.4 previously generated a relatively high level of carloads but has diminished use of railroad transportation in recent years. Conrail has not filed a discontinuance application with the ICC for this line segment. Conrail has advised EOTC that it is in negotiation with the line customer to implement an agreement whereby the line is improved and a higher volume of freight use is accomplished.

F. Consolidations and Reorganizations

FRA regulations previously required a list of lines in the state which are involved in any of five types of railroad corporate proposals. Although no longer required, this update includes the descriptive listing since the changes which have transpired are of significant interest.

- 1) Mergers. There are no merger proposals involving railroad corporations operating within Massachusetts at the present time.
- 2) Consolidations. Since the publication of the prior State Rail Plan Update, no consolidations have been consummated.
- 3) Reorganizations. As of June 30, 1983, the Boston and Maine Corporation emerged from over thirteen years of bankruptcy under Section 77 of the Federal Bankruptcy Act.
- 4) Purchase by Other Common Carriers. There has been no purchase of Massachusetts railroad lines by other

common carriers since the publication of the most recent State Rail Plan Update.

- 5) Other Unification and Coordination Projects. On October 21, 1986 the B&MRR filed a Verified Notice of Exemption with the ICC seeking authority to lease three line segments within the Commonwealth of Massachusetts to the Springfield Terminal Railway Company. Springfield Terminal would operate freight services over these line segments in place of the current B&MRR operation. These three line segments are as follows:

North Adams Secondary Track (16.0 miles)  
 Canaan Secondary Track (35.9 miles)  
 East Longmeadow Secondary Track (8.8 miles)

As of the date of this draft Update, no action has been taken by the ICC in this matter.

G. Active Rail Lines with Annual Tonnage Below Three Million Tons per Mile.

Since only those railroad freight lines with an annual tonnage below three million tons per mile per annum are eligible for federal assistance, FRA regulations require that such lines be listed in the State Rail Plan Update.

This listing is as follows:

1) <u>Conrail</u>	
<u>Line Segment</u>	<u>Mileage</u>
Framingham	1.5
Middleboro	32.4
New Bedford	31.8
Franklin	18.5
Stoughton	4.7



<u>Conrail</u>	
<u>Line Segment</u>	<u>Mileage</u>
Buzzards Bay	1.5
Dedham	1.1
East Junction	1.8
Fitchburg	35.0
East Walpole	2.4
Grand Junction	7.5
Holliston	7.1
Lowell	4.6
Milford	9.1
Millis	3.4
Milton	6.5
Nantasket	1.5
Newport	14.2
Plymouth	0.5
Randolph	1.5
South Boston	0.6
Watuppa	6.0
Athol	4.3
Fenway	0.3
Lancaster Mills	1.6
Saxonville	3.8
<u>West Quincy</u>	<u>0.5</u>
27	203.7

2)	<u>B&amp;MRR:</u>	
	<u>Line Segment</u>	<u>Mileage</u>
	Eastern Route	37.3
	Fitchburg Route	33.7
	Western Route	19.6
	Worcester	24.0
	Bemis	1.8
	Billerica	2.5
	Chicopee Falls	0.8
	East Longmeadow	8.8

B&MRR:

<u>Line Segment</u>	<u>Mileage</u>
Gloucester	16.6
Greenville	4.7
M&L Branch	3.5
Medford	0.9
Newburyport	9.1
Salem & Danvers	8.1
Saugus	9.6
Stoneham	0.5
Watertown	4.4
Wilmington Junction	3.0
Central Mass.	1.5
East Boston	1.8
East Deerfield Loop	1.0
Freight Cut Off	1.6
Heywood	1.0
Lowell & Lawrence	3.8
Marblehead	1.1
Mystic	0.5
South Reading	2.5
<u>Tewksbury</u>	<u>1.9</u>
28	205.6

3) P&WRR:

<u>Line</u>	<u>Miles</u>
Entire System	77

4) CV:

<u>Line</u>	<u>Miles</u>
None	Zero

5) Bay Colony:

<u>Line</u>	<u>Miles</u>
Entire System	118

6)	<u>Mass. Central</u>	
	<u>Line</u>	<u>Miles</u>
	Entire System	27
7)	<u>PV:</u>	
	<u>Line</u>	<u>Miles</u>
	Entire System	23
8)	<u>G&amp;U:</u>	
	<u>Line</u>	<u>Miles</u>
	Entire System	16
9)	<u>STR:</u>	
	<u>Line</u>	<u>Miles</u>
	Entire System	5
10)	<u>C&amp;ERR</u>	
	<u>Line</u>	<u>Miles</u>
	Entire System	2

Consequently, 667 route miles or over fifty percent (52.1%) of the total railroad freight service route mileage within the Commonwealth of Massachusetts handles less than three million gross tons per mile per annum.





## CHAPTER V

### The Massachusetts Rail Assistance Program

#### A. Introduction

The Massachusetts Rail Assistance Program previously provided operating subsidies for freight service on seven branch lines within the Commonwealth. These lines included the Ware River Secondary Track, the Lowell Secondary Track, the West Hanover Secondary Track, the Hyannis Secondary Track, the South Dennis Secondary Track, the Falmouth Secondary Track and the West Roxbury Branch. The primary source of the funds allocated to these lines since the beginning of the Massachusetts program in 1976 has been the Federal Rail Assistance Program. The eligibility of these lines for aid under the Federal program expired on September 30, 1981.

Upon the end of federal funding availability for operating subsidy support for services on these seven branch lines, the Commonwealth funded continued operation of these lines with its own financial resources for various periods until August of 1982.

Section 266.15.C.4 of the Federal Rail Service Assistance Program regulations required that each state "establish and describe screening criteria to be used in selecting the eligible lines which the State analyzes in detail, identify these lines, and explain how the application of the screening criteria resulted in their selection."

#### B. Screening Procedure

Originally, the Massachusetts Assistance Program was concerned only with lines that were to be abandoned because of the takeover of Penn Central Service by Conrail. Initial

screen criteria were established to select lines from within this category to be analyzed in detail. The United States Railway Association's Final System Plan designated 16 Penn Central Branch lines in Massachusetts that were to be excluded from Conrail. These lines were therefore to receive no service unless they were subsidized or acquired by another railroad. The Providence and Worcester Railroad voluntarily acquired two of these lines and has operated them without subsidies since April 1, 1976. The screening criteria for the remaining fourteen lines divided them into two groups: those lines on which discontinuance of rail service would result in immediate job losses in the firms served by rail, and those on which there would be no immediate job losses because of the existence of alternate transportation. Six lines were placed in the first group, and eight in the second. Those lines in the second group generally had very low volumes, attracted small shares of the total traffic generated by the firms they served, and had encountered minimal opposition to abandonment. Lines in this group were to be subsidized only if a shipper, the municipality serviced, or some other party offered to fund a significant portion of the subsidy.

The six lines in the first group were analyzed in detail, with particular emphasis on the disbenefits of job losses expected to result from abandonment. It was determined that for all six of those lines, the social cost of immediate abandonment would outweigh the subsidy requirement. Accordingly, they were subsidized through the Massachusetts Rail Assistance program beginning April 1, 1976.

Freight service on the other eight lines was discontinued as of March 31, 1976. Service on one of these lines (the West Roxbury Branch) was restored late in 1978 after the one former shipper agreed to pay a portion of the operating

subsidy. The others have remained out of service since April 1, 1976.

EOTC had utilized federal funds to provide financial assistance for continued railroad freight services on the following Light Density Lines (LDL).

<u>Line</u>	<u>Miles</u>
Ware River Secondary	23.4
Lowell Secondary	19.8
West Hanover Secondary	3.6
Hyannis Secondary	16.5
South Dennis Secondary	5.6
Falmouth Secondary	13.8
<u>West Roxbury Branch</u>	<u>2.9</u>
TOTAL	85.6

Due to the halt in federal funding for the freight railroad subsidy assistance program on these lines, the state financial assistance program was utilized to support continued freight services until such time as a self sufficient program for continued rail operations was in place.

With the exception of the Ware River Secondary Track, all of these railroad freight lines were operated by Conrail between April 1, 1976 and September 30, 1981. The Ware River Line was operated by Massachusetts Central Railroad under a financial support contract with EOTC effective as of

December, 1979. Conrail previously operated the line starting April 1, 1976.

In 1981 Conrail informed EOTC that its interpretation of a recent ICC ruling permitted Conrail to modify the methodology of computing its subsidy requirements for providing service on present and potential light density branch lines within the Commonwealth of Massachusetts. Previously, the subsidy formula had been developed and promulgated by the ICC under the name of the RSPO (Rail Service Planning Office) formula.

The net impact of the proposed formula change was a massive increase in the subsidy asking price by Conrail for Massachusetts branch line operations.

Such a price increase was wholly unacceptable to the Commonwealth of Massachusetts. While EOTC informed Conrail it did not accept the formula change as being valid from either an accounting or a legal point of view, EOTC could only translate Conrail's new subsidy requirement as a "clear signal" from Conrail that it no longer wished to be the designated operator of Light Density Line segments within the Commonwealth. EOTC did not consider it to be sound public policy to force an unwilling Conrail to continue as a designated operator at excessive subsidy cost.

Consequently, EOTC accelerated its efforts to dismiss Conrail as contract operator of Massachusetts Branch Lines and to obtain the services of other carriers in place of Conrail. All these branch lines are now under lease to Short Line Railroads for continued operation.



C. USRA Line No. 8 -- Ware River Secondary Track

The Ware River Secondary Track runs from a connection with the Conrail New England Division Main Line at Palmer to South Barre, a distance of 25.0 miles. The first 1.6 miles north from Palmer is owned by Conrail. The balance of the line (23.4 miles) is owned by the Commonwealth of Massachusetts.

Conrail was designated operator of the line for over three years, but since December 11, 1979 the Massachusetts Central Railroad Corporation has been the designated operator. This change permitted coordination of service on the Ware River Secondary Track with service on two segments of the Boston and Maine Corporation's former Wheelwright Branch, then operated by Massachusetts Central. These segments run from Forest Lake Junction to Bondsville (3.3 miles) and from Ware to the Ludlow Corporation Plant (1.4 miles). Massachusetts Central currently operates into the Conrail yard at Palmer under a trackage agreement with Conrail. The line segment between Forest Lake Junction and Bondsville has been taken out of service because of the absence of traffic demand.

When the Ware River Secondary Track was initially included in the Rail Assistance Program it required considerable upgrading to meet the Federal Railroad Administration's minimum safety standards, which allow a ten mph maximum operating speed. The northernmost 9.3 miles of the line from Gilbertville to South Barre were out of service entirely. A ten mph speed limit on a 25-mile branch, when added to the required time for switching cars at sidings, would have resulted in excessive operating time and high cost. It was felt that this would be a serious obstacle to attraction of new traffic. Accordingly, EOTC proposed that the entire line be upgraded to FRA Class II track condition which would permit a maximum speed of 25 mph. The proposal was accepted

by the FRA and \$1,599,000 in Federal and State funds were expended on the project. The work was completed in May 1979.

For the time period 1979 through 1985, the Massachusetts Central Railroad operated the Ware River Line as the traffic base experienced a drastic decline. Then in late 1985, new investors provided additional capital and created a new business source in the form of the installation of an inter-modal Container on Flat Car (COFC) terminal at Palmer now being operated by the Massachusetts Central Railroad in cooperation with Conrail. Also, a long awaited power plant reconversion from oil to coal in Ware has finally taken place with the prospect of high volumes of coal cars to be handled by the Massachusetts Central Railroad. Finally, other new users have already commenced to move revenue cars over the Ware River Secondary Track.

In view of these developments, EOTC has leased the Ware River Line to Mass. Central for an additional five year period as of January 1, 1986. EOTC will also utilize state funding to improve the line to a Class II standard between Palmer and Ware and a solid Class I track standard between Ware and South Barre.

The present optimistic picture for the continued operation of the Ware River Secondary Track is in complete contrast to the bleak future prospects for this line as portrayed in the most recent State Rail Plan Update.

D. USRA Line No. 13 -- Lowell Secondary Track

The Lowell Secondary Track extends from Framingham Centre, where it connects with the Conrail Fitchburg Secondary Track, to Lowell, a distance of 26.6 miles. The segment between Framingham Centre and South Sudbury, a distance of

4.6 miles, was included in the basic Conrail system. The 2.2 mile segment from Lowell to U.S. Route 3 was sold to the Boston and Maine Corporation in 1976 and was used to serve industrial sidings. The Lowell Secondary Track crossed the Boston and Maine Corporation's Fitchburg Route Main Line at grade at West Concord, 11.6 miles from Framingham Centre. The middle segment of the line between South Sudbury and Route 3 remained within the Penn Central Estate.

For the period from April 1, 1976 through August 12, 1982, Conrail operated freight services over the middle segment under subsidy contract with EOTC. In 1982, EOTC purchased the middle segment from the Penn Central Corporation and terminated the contract with Conrail for freight service operations. Concurrently with the withdrawal of Conrail as designated operator, the Commonwealth signed an agreement with the Springfield Terminal Railway to enable this Class III carrier to provide continued freight services to customers located along the Lowell Secondary Track between West Concord and North Acton, a distance of approximately five miles. This operation has continued to the present time without the need for operating subsidy assistance from the Commonwealth of Massachusetts. The remaining portions of the middle segment between South Sudbury and West Concord and between North Acton and Route 3 have been "out of service" since August 12, 1982.

E. USRA Line No. 17 -- West Hanover Secondary Track

The West Hanover Secondary Track extends from a connection with the Plymouth Secondary Track at North Abington to Winslows Crossing in West Hanover, 4.3 miles. Of this, 3.6 miles were owned by the Penn Central Corporation and leased to the Commonwealth. The rest is owned by abutting industries. The line was operated by Conrail as designated

operator for the Commonwealth from April 1, 1976 to June 10, 1982.

In 1982, EOTC acquired this line from Penn Central and the line was leased to the Bay Colony Railroad Corporation for operation of freight services as of June 12, 1982. In late 1982, the line was upgraded to a Class II track standard by EOTC under a state-funded program. Bay Colony continues to operate freight services along this line.

F. USRA Line No. 21 -- Hyannis Secondary Track

The Hyannis Secondary Track runs from a connection with the Buzzards Bay Secondary Track at Canal Junction to Hyannis, a distance of 23.4 miles. The segment between Canal Junction and Sandwich, a distance of 7.8 miles, was included in the basic Conrail System in 1976. The segment between Sandwich and Hyannis was operated by Conrail as designated operator for the Commonwealth between April 1, 1976 and June 12, 1982. In 1982, EOTC acquired the entire Hyannis Secondary Track. Since June 12, 1982 the Hyannis Secondary Track has been operated by the Bay Colony Railroad Corporation.

G. USRA Line No. 22 -- South Dennis Secondary Track

The South Dennis Secondary Track extends from a connection with the Hyannis Secondary Track at Yarmouth to South Dennis, a distance of 5.6 miles. This track extended 18.5 miles further to North Eastham until 1966, and ran to Provincetown, 38.6 miles beyond South Dennis, until 1960.

Freight service was operated by Conrail as designated operator under a financial assistance contract with EOTC between April 1, 1976 and June 12, 1982. In 1982, EOTC acquired the line and assigned freight operating rights to the Bay Colony Railroad Corporation which has operated the line since 1982.



In 1978, EOTC utilized \$1,152,000 in FRA rehabilitation grant funds to carry out a track improvement program along a 16.6 mile segment of the Hyannis Secondary Track between Sandwich and the end of track at Hyannis and along the entire 5.6 mile length of the South Dennis Secondary Track.

H. USRA Line No. 23 -- Falmouth Secondary Track

The Falmouth Secondary Track runs from a connection with the Buzzards Bay Secondary Track at Canal Junction to Falmouth, a distance of 13.8 miles. The line formerly continued beyond Falmouth 3.6 miles to the Steamship Authority Pier at Woods Hole. This segment, which had been used only for passenger service, was abandoned in 1968. The right of way was subsequently acquired by the town of Falmouth and converted to a bicycle path.

Conrail served as designated operator of freight services along the Falmouth Secondary Track between 1976 and 1982. In 1978, EOTC utilized \$750,000 in FRA rehabilitation grant funds to upgrade the entire line to a Class II track standard. The line was acquired by EOTC in 1982. The Bay Colony Railroad Corporation has provided freight service on this line since 1982.

I. USRA Line No. 33 -- Needham Branch Line

Line Number 33 was not included in the basic Conrail System, and was not originally included in the Commonwealth Rail Assistance Program. At the request of a shipper in West Roxbury, the Commonwealth arranged for resumption of service by Conrail as designated operator late in 1978 after the shipper agreed to pay part of the subsidy cost.

The line between Needham Junction and Forest Hills was purchased from Penn Central by the MBTA in January 1973.

Commuter train service between Boston and Needham Heights was operated over this line by a succession of companies under contract with the MBTA between April 1966 and October 1979.

Passenger service on the entire Needham Branch was suspended on October 13, 1979 as a result of construction of the MBTA Southwest Corridor Project. The Needham Branch Line is being improved to accommodate restoration of commuter railroad service in 1987.

Upon the termination of the financial assistance agreement between EOTC and Conrail in June of 1982, the single customer on the line segment determined to discontinue the use of railroad freight services. The line has not experienced any freight movements since that time although EOTC did assign freight service operating rights to BCLR in 1982.

J. Summary Status of Lines

Since the period of federal financial assistance to support railroad freight operations along the preceding line segments was concluded, most of the route mileage has continued to be operated by short line railroad carriers to the benefit of users and affected local economies. The six year period of federal financial assistance was a critical "building block" in the effort to preserve and improve these essential transportation services.

The following table shows the route mileage operated at the conclusion of the federal financial assistance program and the route mileage operated as of the date of this State Rail Plan Update:

Route Mileage

<u>Line</u>	<u>1982</u>	<u>1986</u>
USRA No. 8	23.4	23.4
USRA No. 13	19.8	5.0
USRA No. 17	3.6	3.6
USRA No. 21	16.5	16.5
USRA No. 22	5.6	5.6
USRA No. 23	13.8	13.8
<u>USRA No. 33</u>	<u>2.9</u>	<u>--</u>
Totals	85.6	67.9

Consequently, approximately eighty percent (79.3%) of the program route mileage continues in active railroad freight use, more than ten years after the implementation of the 4R Act in 1976.



## CHAPTER VI

### The Massachusetts Rail Banking Program

#### A. History

Abandonments of railroad branch lines in Massachusetts were taking place occasionally as early as the 1840s. It was not until the 1920s, however, that there began to be frequent abandonments on line segments of substantial length. Ownership of the rights of way of the abandoned lines was usually retained by the railroad companies that had operated them, or their successors. Over the course of many years various segments of these abandoned lines were sold to abutting property owners or to developers, as there was no expectation that rail service would ever be reinstituted.

As undeveloped land in the state became scarce, the private demand for former railroad rights of way property increased. At the same time, public agencies and utility companies were having increasing difficulty in obtaining new rights of way for linear facilities such as highways, mass transit, recreational trails, pipelines and power and communication lines. Coincidentally, new industrial development at several locations in the state in the late 1960s and early 1970s required reconstruction of short segments of railroad lines that had previously been abandoned. The rights of way had fortunately remained intact.

#### B. Public Acquisition of Rail Rights of Way

In recognition of the increasing value of abandoned railroad rights of way for future unified uses, steps were taken to prevent indiscriminate dismemberment of these rights of way.



The first major step was the agreement by the MBTA in December 1971 to purchase 145 miles of rights of way from the Penn Central Transportation Company. At the time the sale was finalized in January 1973, most of these lines were still active but two abandoned segments totalling 12.2 miles were included, and an additional five mile segment was later abandoned.

Chapter 963 of the Acts of 1973 provided that no local building permit could be issued for a structure to be located on lands formerly used for railroad right of way or property appurtenant thereto without a public hearing and without written permission of the Massachusetts Secretary of Transportation and Construction. In applying this Act, it was found that in the majority of cases the right of way had been broken up to such an extent prior to 1973 that blocking further construction would serve no practical purpose. Building permits have been denied in selected cases under this statute to preserve rights-of-way for future public and transportation uses (M.G.L. c. 40, s. 54a).

Chapter 859 of the Acts of 1975, which established the Massachusetts Rail Passenger Fund, authorized the Executive Office of Transportation and Construction to acquire railroad rights of way. It also required any railroad company intending to sell or dispose of rights of way to offer such rights of way for sale to EOTC or to a public agency designated by EOTC prior to selling to a private party. A railroad may not sell rights of way to anyone for better terms than those offered to EOTC, but a decision for or against public acquisition must be reached within 90 days of an offer of sale by the railroad. (M.G.L. c. 161c, s. 1 et seq.)

Most of the offers of sale to date have been for small segments of lines that had previously been subdivided, or for

land not actually a part of a right of way, and in these cases, sales to private parties have been permitted.

Sales of certain segments of significant length have been permitted to allow uses in the public interest such as power line construction and recreational trail development.

In December 1976, the MBTA purchased 270 miles of railroad rights of way from the Boston and Maine Corporation. None of these lines had been abandoned prior to the sale, but more than 40 miles have since been abandoned. These lines will be preserved for possible future public use.

In 1982, EOTC purchased 52 miles of railroad rights of way from the Penn Central Corporation. A portion of such rights of way had been abandoned several years previously while the remaining line segments have been assigned to short line railroad carriers for continued freight service operations.

Also in 1982, Conrail sold 78 miles of railroad rights of way to EOTC. This mileage has been assigned to short line carrier operation, has been assigned to Conrail for continued freight operation or has been abandoned since the time of the sale.

C. Rights of Way Currently Rail Banked

The following abandoned railroad rights of way are now owned by the MBTA or the Commonwealth:

- 1) West Roxbury to Dedham, 2.44 miles. Partially abandoned in 1940. Balance abandoned in 1966. Bridges removed. Purchase by MBTA from Penn Central 1973. (part easements only)
- 2) Easton to Whittenton Junction, 9.79 miles. Abandoned in 1965. Rail and track bridges removed. Purchased by MBTA from Penn Central 1973.

- 3) Stoughton to Easton, 5.25 miles. Purchased by MBTA from Penn Central 1973. Abandoned in 1979.
- 4) South Acton to Maynard, 2.21 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned in 1979.
- 5) West Groton to State Line, 8 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned by segments in 1979 and 1982.
- 6) Part of Freight Cutoff in Cambridge and Somerville, 1.26 miles. Purchased by MBTA from Boston & Maine 1976. Abandoned in 1979.
- 7) West Cambridge to Bedford, 9.95 miles. Purchased by MBTA from B&M 1976. Temporarily abandoned in 1980. Abandonment to be reviewed after completion of Red Line extension.
- 8) Waltham North to Berlin, 21.68 miles. Purchased by MBTA from B&M 1976. Abandoned in 1980.
- 9) Gleason Junction to Marlboro, 5.2 miles. Purchased by MBTA from B&M 1976. Abandoned in 1980.
- 10) End of Dighton Industrial Track to Dighton, 4.7 miles and branch to Three Mile River, 1.0 miles. Abandoned in 1971. Purchased by State from private party in 1977. Rail and bridges still in place.
- 11) South Westfield to Connecticut State Line, 7.7 miles. Abandoned in 1976. Purchased by State from Penn Central 1979. Track partly dismantled.
- 12) Danvers to Topsfield, 5.2 miles. Purchased by MBTA from B&M 1976. Abandoned in 1981.
- 13) Stoneham Branch within Stoneham, 1.5 miles. Purchased by MBTA from B&M 1976. Abandoned in 1982.
- 14) Newburyport to Salisbury, 3.9 miles. Purchased by MBTA from B&M in 1976. Abandoned in 1982.
- 15) West Peabody to South Middleton, 3.0 miles. Purchased by MBTA from B&M in 1976. Out of service.
- 16) Newton Highlands Branch within Newton, 0.2 miles. Purchased by MBTA from Penn Central in 1973. Abandoned in 1982.
- 17) East Bridgewater Secondary Track within East Bridgewater, 1.9 miles. Purchased by EOTC from Penn Central in 1982. Abandoned in 1976.

- 18) Millbury Branch, 2.7 miles. Purchased by EOTC from Penn Central in 1982. Abandoned in 1976.
- 19) Dighton Industrial Track in Taunton, 1.1 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.
- 20) Randolph Secondary Track in Randolph, 1.5 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.
- 21) Lowell Secondary Track from South Sudbury to West Concord, 6.8 miles. Purchased by EOTC in 1982 from Penn Central. Abandoned in 1982.
- 22) Lowell Secondary Track from North Acton to Lowell, 7.7 miles. Purchased by EOTC in 1982 from Penn Central. Abandoned in 1982.
- 23) Nantasket Secondary Track from Braintree to Hingham, 6.8 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1984.
- 24) Marion Pit Track in Wareham, 2.2 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.
- 25) Dean Street Industrial Track in Taunton, 1.2 miles. Purchased by EOTC from Conrail in 1982. Abandoned in 1982.
- 26) Dedham Running Track in Dedham, 1.0 miles. Purchased by MBTA from Penn Central in 1973. Abandoned in 1986.

Thus a total of approximately 125 miles of abandoned railroad rights of way are now owned by the MBTA or the EOTC. None of the EOTC acquisitions have been funded by federal Local Rail Service Assistance grants. All future acquisitions of abandoned railroad rights of way are planned to be financed wholly with state funds given the minimal federal funding anticipated to be available from the Local Rail Service Assistance Program in the future and given the lengthy procedures involved in the use of federal funding of right-of-way acquisitions by EOTC.



D. Public Ownership Map

Map IV-1 shows all railroad rights of way owned by EOTC or one of its constituent Agencies (i.e. Massachusetts Bay Transportation Authority or Massachusetts Turnpike Authority) within the Commonwealth of Massachusetts.



## CHAPTER VII

### Rail Projects Funded From Sources Other Than the Rail Assistance Program

#### A. Introduction

Section 266.15.c.3.vii of the Federal Rail Assistance regulations requires a list of projects for which the state provides or plans to provide assistance from sources other than the Rail Service Assistance Program. In Massachusetts there have been five sources of public funding for railroad improvements in addition to the Rail Service Assistance Program. These are the New England Regional Commission (NERCOM) Rail Program, the Massachusetts Rail Freight Fund, the Massachusetts Rail Passenger Fund, the MBTA Commuter Rail Improvement Program (CRIP) and Amtrak funded improvements.

#### B. NERCOM Rail Program

The NERCOM Rail Program, which began in 1976, has provided grants to New England railroads for the labor component of rehabilitation or other improvement projects. The U.S. Department of Commerce had been the source of funds for the program. Proposals for projects were submitted by the railroads and grants were distributed according to the recommendations of the Transportation Departments of the New England States. In Massachusetts, NERCOM funds were channelled through the Executive Office of Transportation and Construction. The NERCOM Rail Program terminated at the conclusion of the 1980 Fiscal Period. Consequently, no new projects have been funded under this program. All NERCOM projects identified in the previous State Rail Plan documents have been completed.

C. Massachusetts Rail Freight Fund

The Massachusetts Rail Freight Fund was created by Chapter 859 of the Acts of 1975 and amended by Chapter 732 of the Acts of 1981 and Chapter 811 of the Acts of 1985. These Acts authorized the State Treasurer to sell bonds in the amount of \$39,500,000 with the proceeds to be used by EOTC for the acquisition and rehabilitation of railroad rights of way and appurtenant facilities. Under the provisions of Chapter 732, EOTC is required to recover a portion of the state funds expended for rehabilitation projects financed by the Rail Freight Fund. Such "payback" amounts are redeposited into the Fund and are available for future appropriation by the state legislature for railroad purposes. In all cases, EOTC seeks a user contribution through the Operating Railroad which will utilize the line involved with rehabilitation. The character and extent of the contribution will vary depending upon many factors associated with the subject line, as each line presents unique physical, operational, financial, safety, environmental and economic development considerations.

Project expenditures from this appropriation include the following major acquisition and rehabilitation items.

a) Acquisition Projects:- Dighton Branch Line (4.7 miles)

Purchased from private parties in 1977 for approximately \$50,000.

- Holyoke Secondary Track (7.7 miles)

Purchased from the Penn Central Corporation in 1979 for approximately \$431,000.

- Penn Central Acquisitions (51.8 miles)

Ware River Secondary (23.4 miles)

Lowell Secondary (20.2 miles)

West Hanover Secondary (3.6 miles)

Milbury Branch (2.7 miles)  
East Bridgewater Line (1.9 miles)

Purchased from the Penn Central Corporation in 1982 for approximately \$3,225,000.

- Conrail Acquisitions (16.6 miles)  
Nantasket Secondary (6.8 miles)  
Watuppa Secondary (6.1 miles)  
Marion Pit Track (2.2 miles)  
Dean Street Track (1.5 miles)

Purchased from Conrail in 1982 for a price of \$500,000.

- Ayer Industrial Trackage

Purchased from private parties in 1982 for \$500,000.

As of the date of this State Rail Plan Update, EOTC is considering the purchase of one additional railroad right of way segment. This segment consists of a 1.4 mile line owned by the Boston and Maine Corporation within the Town of Ware, which segment is currently operated by the Massachusetts Central Railroad under lease agreement with the line owner.

b) Rehabilitation Projects:

- Greenville Line (4.9 miles)

EOTC funded a \$135,000 "Force Account" Agreement with the Boston and Maine Corporation to complete the rehabilitation of this line segment to a solid Class I track condition. The line user financed the first phase of this project at a cost of \$135,000. The work was completed in 1982.

- Lowell Line (5.0 miles)

EOTC funded a \$100,000 "Force Account" Agreement with the Boston and Maine Corporation for the first phase of a line rehabilitation program to a long term Class I condition in 1982. Line users have provided funds to assist in the completion of a second phase program.

- Saugus Branch Line (9.6 miles)

EOTC funded a \$385,000 "Force Account" Agreement with the Boston and Maine Corporation for the rehabilitation of this Branch Line to a long term Class I track condition. This project was completed in 1983.

The major line user has agreed to provide a ten year annual "payback" to the Rail Freight Fund which will amount to approximately fifty percent of the \$385,000 project cost.

- Plymouth and West Hanover Lines (29.0 miles)

EOTC funded a \$2,300,000 track reconstruction program by a private contractor which brought these two freight lines up to a Class II track standard. These lines are operated by the Bay Colony Railroad Corporation which makes annual rental payments to EOTC as a "payback" into the Rail Freight Fund. This major project was completed in late 1982.

- Needham-Dover Line (11.3 miles)

EOTC funded a \$50,000 emergency program of brush cutting along this line in order to correct safety problems so that the Bay Colony Railroad Corporation freight service could continue without interruption. This program was carried out by the Boston and Maine Corporation through a "Force Account" Agreement and was completed in 1982.

In 1986, EOTC initiated a \$1,200,000 rehabilitation of this entire line. The construction contract is scheduled for completion by the end of the 1986 calendar year.

- Falmouth Branch Line (13.8 miles)

EOTC funded a \$163,000 project to reconstruct a major culvert located on this Branch Line. The project was completed in 1984 by a private contractor with minimal interference with Bay Colony Railroad freight operations to a critical national defense function at Otis Air Force Base in Falmouth.

In mid 1986, EOTC initiated a \$1,300,000 track reconstruction contract to rehabilitate this Branch Line to a long term Class II track standard. The construction work is scheduled for completion by the end of 1986.



- Lynn Industrial Trackage

EOTC has funded a \$65,000 improvement of this trackage by means of a "Force Account" agreement with the Boston and Maine Corporation so that railroad freight service could become available to users. The Railroad is committed to a "payback" schedule in a total amount of fifty percent of the project cost.

- Wareham to Hyannis Bridges

EOTC has funded a \$3,000,000 railroad bridge and culvert improvement and replacement program on the Buzzards Bay and Hyannis Secondary Tracks between Wareham and Hyannis. Completion of this program by the close of the 1986 construction season will enable long term continuation of railroad freight and passenger services to the Cape Cod area.

- East Deerfield Locomotive Facility

EOTC has funded a \$7,000,000 improvement and expansion program of the Locomotive Maintenance and Service Facility operated by the Boston and Maine Corporation at the East Deerfield freight classification yard. Under the terms of agreements with the railroad, EOTC purchased the Maintenance and Service Facilities property at a nominal sum. The railroad agreed to repay approximately \$2,000,000 to EOTC over a long term time period. In addition, the railroad agreed to make property tax payments to the town of Deerfield for a thirty-five year period according to a financial schedule satisfactory to the town government. Construction commenced in 1985 and the program is scheduled for completion by the conclusion of the 1987 construction season.

- Assabet River Bridge Demolition

At the request of the town of Concord, EOTC funded a \$45,000 demolition contract for the Assabet River Bridge in West Concord along an abandoned segment of the Lowell Secondary Track owned by the Commonwealth. This contract was completed in early 1986.

In addition to the rehabilitation projects described previously, all of which are either completed or in progress by virtue of active construction contracts,



there are two additional line rehabilitation projects currently under planning or design work as follows:

- Dean Street Industrial Track (1.5 miles)

The Dean Street Industrial Track has been "out of service" since 1981 due to deteriorated timber trestle track structures. EOTC anticipates funding a construction contract to commence early in the 1987 construction season for rehabilitation of the trestles and related trackage.

- Ware River Secondary Track (23.4 miles)

EOTC anticipates funding of a track rehabilitation contract for the entire length of the Ware River Secondary Track between Palmer and South Barre. This contract is scheduled to be awarded in 1987.

D. Massachusetts Rail Passenger Fund

The Massachusetts Rail Passenger Fund was created by Chapter 859 of the Acts of 1975, which also created the Rail Freight Fund. This Act authorized the State Treasurer to sell bonds in the amount of \$15 million, with the proceeds to be spent only for passenger rail transportation purposes. These funds were subject to legislative appropriation. Chapter 356 of the Acts of 1977 authorized an additional \$18 million bond issue with the proceeds to be utilized for railroad passenger service line acquisitions and improvement projects. Chapter 732 of the Acts of 1981 authorized an added \$20 million bond issue for Rail Passenger Fund purposes. Finally, Chapter 811 of the Acts of 1985 provided an additional \$13,500,000 to the Rail Passenger Fund.

The following allocation for specific programs have been made from the Rail Passenger Fund:

- (1) Boston South Station Terminal, purchase by the MBTA (\$4,400,000).

- (2) Boston South Station Terminal, reconstruction program by the MBTA (\$11,900,000).
- (3) Inland Route, Boston to Framingham, signal, station and track improvement program (\$5,000,000).
- (4) Inland Route, Framingham Terminal Area improvement program (\$6,500,000).
- (5) Cape Cod Passenger Service, technical studies, line acquisition, track rehabilitation, and demonstration service program (\$18,000,000).
- (6) Northeast Corridor Improvement Program, right-of-way, fencing and station projects between Boston and the Rhode Island State Line (\$3,700,000).
- (7) Franklin Branch Rehabilitation Program, installation of continuous welded rail (CWR) and tie replacement between Boston and Franklin (\$1,980,000).
- (8) Boston Engine Terminal Project, construction of an addition to the Boston Engine Terminal Commuter Service rolling stock maintenance facility to provide for efficient repair and service functions for the Commuter Rail passenger coach fleet (\$2,400,000).
- (9) Drawbridge No. 1 at North Station in Boston, correction of structural deficiencies to permit continued operation of all passenger service routes into the North Station Terminal Area (\$525,000). On January 20, 1984, a substantial portion of "Draw One" was destroyed by a major fire. MBTA has constructed a replacement facility utilizing UMTA grant funds and MBTA Bond Issue proceeds.

- (10) Railroad Passenger Services within Southeastern Massachusetts (\$12,000,000).

Funds from the Cape Cod Passenger Service account were utilized to purchase the following line segments from Conrail in 1982:

<u>Line Segments</u>	<u>Milepost Limits</u>	<u>Route Miles</u>
Buzzards Bay Secondary	0.0 - 19.8	19.8
Hyannis Secondary	0.0 - 7.8	7.8
Attleboro Secondary	0.0 - 9.4	9.4
New Bedford Branch	9.4 - 13.3	3.9
Middleboro Secondary	11.4 - 32.4	21.0
Dean Street Industrial	0.0 - 1.5	1.5
Dighton Industrial	0.0 - 1.1	1.1
W. Hanover Secondary	3.6 - 3.7	0.1
Randolph Secondary	0.0 - 2.5	2.5
<u>Plymouth Secondary</u>	<u>1.2 - 1.7</u>	<u>0.5</u>
Totals	--	67.6

The total purchase price for the above line segments totaled \$3,700,000.

Funds from the Cape Cod Passenger Service account were also utilized to purchase the following line segments from the MBTA in June of 1982:

<u>Line Segments</u>	<u>Milepost Limits</u>	<u>Route Miles</u>
Hyannis	7.8 - 23.4	15.6
South Dennis	0.0 - 5.6	5.6
<u>Falmouth</u>	<u>0.0 - 13.8</u>	<u>13.8</u>
Total	---	35.0

The purchase price was approximately \$310,000.

Finally, funds from the Cape Cod Passenger Service Account were used to purchase the Hyannis Yard and Terminal property (10.8 acres of land and associated trackage) from the Penn Central Corporation in 1980 at an approximated cost of \$375,000.

Acquisition of the preceding line segments has placed all railroad routes between Boston and Cape Cod and between the Rhode Island State line and Cape Cod in permanent public ownership.

E. Commuter Rail Improvement Program (CRIP)

The Commuter Rail Improvement Program is a long range, continuing effort initiated in 1971 to rehabilitate and modernize the extensive Commuter Rail system serving eastern Massachusetts. A detailed description of this system appears in Chapter III. The primary source of funding for this program has been grants to the MBTA from the Urban Mass Transportation Administration (UMTA) of the U.S. Department of Transportation. The local funding share is raised through sale of bonds by the MBTA. Although the purpose of the CRIP is to improve passenger service, freight operations are conducted on all lines included in the program and they benefit from track, bridge and signal improvements. Construction of layover facilities for commuter service has an indirect benefit to freight operations by reducing potential scheduling conflicts. The Program involves public investment in new and rehabilitated rolling stock, passenger stations, maintenance facilities and fringe parking as well as track, bridge and signal improvements. MBTA policy is to attain a long term systemwide track standard suitable for at least 60 MPH passenger train speeds (Class III).

F. Amtrak Funded Improvements



The Amtrak Northeast Corridor Line within the Commonwealth of Massachusetts has been upgraded to a high speed passenger service standard. Both Conrail freight service operations and Boston and Maine commuter service operations are conducted over the Northeast Corridor route. Amtrak has undertaken a track improvement program on the railroad passenger route between Springfield, Massachusetts and New Haven, Connecticut to accommodate improved Amtrak passenger service. Both Conrail and the Boston and Maine operate freight services over the Springfield-New Haven line which is owned by Amtrak.

In addition, two separate Congressional actions have directed Amtrak to make available \$15,000,000 in grants to the Commonwealth of Massachusetts to fund railroad route improvements to the Attleboro to Hyannis Line (65.1 miles) in anticipation of restoration of railroad passenger service over this route. Also, the amount of \$18,000,000 from the Massachusetts Rail Passenger fund has been allocated to the Cape Cod Passenger Service Program. A major track reconstruction program for the entire Attleboro to Hyannis route was completed in 1986. The entire route is now upgraded to a Class III track standard with approximately 35 miles of new 115 lb. Continuous Welded Rail (CWR) installed along appropriate segments.

Present contracts cover bridge repairs, signal installation, grade crossing protection and passenger station improvements. An incidental byproduct of the line improvement program will be improved freight service over the Attleboro to Hyannis Route. Conrail and the Bay Colony Railroad operate over separate segments of this route.

## CHAPTER VIII

### The Transportation Planning Process in Massachusetts

#### A. Introduction

Section 266.15.c 11 of the Federal Rail Assistance Regulations require a description of the overall planning process for all transportation services in the state. Transportation planning in Massachusetts involves numerous public agencies and authorities, private transportation companies, and the public in general as described bellow:

#### B. Executive Office of Transportation and Included Agencies

Responsibility for overall coordination of transportation planning efforts rests with the Executive Office of Transportation and Construction (EOTC). The EOTC, created by Chapter 704 of the Acts of 1969, is one of ten state cabinet offices. It is headed by the Secretary of Transportation and Construction who is appointed by, and serves at the pleasure of, the Governor of the Commonwealth. Five state transportation agencies are placed within the EOTC. These are the Massachusetts Department of Public Works (MDPW), Massachusetts Aeronautics Commission (MAC), Massachusetts Bay Transportation Authority (MBTA), Massachusetts Port Authority (Massport) and Massachusetts Turnpike Authority (MTA). The statutory responsibility of EOTC with respect to these agencies is to monitor their operations and to recommend such changes in administrative organizations, procedures, and practices as may be deemed desirable. The EOTC is further responsible for reviewing and acting on state funded budgetary and financial matters concerning these agencies. Under Chapter 1140 of the Acts of 1973, the EOTC is responsible for preparation of the MBTA Program for Mass Transportation (PMT), a state-required master planning

document. The EOTC is directly responsible for administering the Massachusetts Rail Assistance Program and for producing and updating the Massachusetts State Rail Plan.

The MDPW is responsible primarily for planning, construction and maintenance of the state's highway system. It is administered by a Board of five Commissioners appointed by the Governor. Within the MDPW, the Bureau of Transportation Planning and Development (BTPD) is responsible for statewide comprehensive transportation planning activities designed to provide an integrated transportation system. Past rail planning activities of the BTPD have included development of an inventory of active and abandoned railroad rights of way in the Commonwealth with recommendations for future use. Other rail-related activities of the MDPW include administration of the federal aid program to improve the safety and efficiency of selected railroad-highway grade crossings and maintenance, rehabilitation and replacement of all highway bridges over railroads within the Commonwealth.

The MDPW owns nearly 500 highway bridges over railroad lines now or formerly owned by the various railroads operating within Massachusetts. The MDPW funds fully the maintenance, improvement and replacement of all such bridges exclusive of any available federal assistance. The MDPW also funds the ten percent (10%) non-federal share of the cost of the railroad grade crossing improvement program.

The MBTA owns and operates mass transit facilities including rail rapid transit, light rail, bus, trackless trolley, and commuter rail in a district of 78 cities and towns in Eastern Massachusetts. In addition, it regulates routes and fares of private bus companies operating within this district. The facilities owned by the MBTA include over 380 miles of railroad lines formerly owned by the Penn Central Transportation Company or the Boston and Maine Corporation,

on which freight service is now operated by Conrail, the B&MRR or other railroads under trackage agreements. All commuter rail service in and out of Boston is presently operated by the B&MRR under contract with the MBTA.

The MBTA is run by a board of seven directors appointed by the Governor. The Secretary of EOTC serves as the ex officio Chairman and member of the seven member board. An Advisory Board made up of representatives from each city and town in the MBTA district is responsible for approving the MBTA budget and the Program for Mass Transportation prepared by the EOTC.

The Massport is a revenue bond Authority which is responsible for operation and development of Boston Logan International Airport in East Boston, Hanscom Field in Bedford, the Port of Boston publicly-owned pier facilities and properties and the Mystic-Tobin Highway Toll Bridge. Responsibilities of Massport that are related to rail service include planning of intermodal transfer facilities in the Port of Boston such as rail-water interfaces.

The MTA is also a revenue bond Authority which owns and operates the Massachusetts Turnpike and the Sumner and Callahan Tunnels as toll facilities. It has no continuing involvement in railroad planning, but owns approximately 11 miles of the right of way of the Conrail New England Division Main Line between Boston and Riverside, where there is a joint railroad-highway corridor.

The MAC has planning responsibility for Airports throughout the Commonwealth. It has no direct involvement in railroad planning.



C. Regional Planning Agencies

For planning purposes, the Commonwealth is divided into districts, each of which has a Regional Planning Agency (RPA). The RPAs are responsible for conducting comprehensive planning activities related to transportation, water quality, land use and various other issues within their districts. Planning for the future of railroad freight service is included in the concerns of the RPAs.

Each Regional Planning agency is controlled by a board consisting of representatives from each of the cities and towns within its district. The RPAs, although established under state law, are not state agencies.

D. Regional Transportation Authorities

Chapter 1141 of the Acts of 1973 authorized cities and towns in the Commonwealth, except those already within the MBTA district, to form Regional Transit Authorities (RTAs). Fourteen RTAs had been established under this authority as of November, 1986. The primary purpose of each RTA is to contract with other parties for provision of mass transit services within the RTA districts. They are also responsible for producing, in consultation with EOTC, plans for the mass transit service in their districts. Each RTA has regulatory authority over private mass transit service within its district.

Each RTA has an advisory board consisting of representatives from the cities and towns in its district. An administrator appointed by the advisory board manages the RTA. Although organized under state law, the RTAs are not state agencies.

The RTAs are not directly involved in planning for railroad freight service, but at present six of the RTAs contract



with the MBTA for provision of commuter rail service between their districts and Boston. The lines over which this service is operated have freight service and the passenger service has an impact on the scheduling of freight operations. Each of these six RTAs must fund the net incremental cost of the commuter railroad service operated within their respective districts. This requirement is satisfied by use of federal and state transit aid funds.

E. The Comprehensive Transportation Planning Process

Transportation Planning activities within the eleven mainland RPAs are coordinated by Metropolitan Planning Organizations (MPOs), consisting of one representative each from the EOTC, the MDPW, the RPA, and the RTA or RTAs established within the RPA district (except the Boston MPO).

In addition to the MPO, each RPA has a Transportation Policy Advisory Group (TPAG) made up of local elected officials, representatives of state, regional and local agencies, and interested citizens. The TPAGs meet to discuss transportation issues within their areas and to make recommendation to the RPAs.

The largest of the RPAs is the Metropolitan Area Planning Council (MAPC) which has a district of 101 cities and towns in Eastern Massachusetts, including Boston. The MAPC includes representatives of all cities and towns within its district as well as representatives from MDPW, MBTA, Massport and MTA and several other state, metropolitan and local agencies and twenty appointees of the Governor.

The Boston Region MPO includes representatives of EOTC, MDPW, MBTA, MAPC, Massport and the MBTA Advisory Board.

Technical assistance for long-range transportation planning is provided to the agencies in the Boston Region MPO by the Central Transportation Planning Staff (CTPS) which was formed for this purpose in May, 1974. The CTPS is administratively under the direction of the Metropolitan Area Planning Council, which is the primary recipient of grants and contracts for comprehensive planning in the region. Railroad related work performed by CTPS in the past has been concerned primarily with passenger service.

## CHAPTER IX

### Program of Projects

Section 266.15.c.12 of the Federal Rail Service Assistance Regulations requires that the State Rail Plan "Include a program of projects which identifies the projects for which the State expects to submit applications and the anticipated submission date."

The Commonwealth of Massachusetts has adopted a policy to utilize the Federal Rail Assistance Funds available to it to provide financial aid to rehabilitate railroad freight branch lines and related facilities which are not eligible for the state funded railroad rehabilitation program either because the line is not in public ownership or because the affected railroad is unable to fund the rehabilitation repayment requirement of Chapter 732 of the Acts of 1981. Public ownership of the railroad line is not required as a condition of eligibility for federal aid for rehabilitation purposes and the maximum allowable percentage of federal aid is seventy percent (70.0%) of the Net Project Cost of railroad rehabilitation projects.

The Commonwealth does not intend to utilize federal aid for line acquisitions since EOTC has concluded that it possesses the state funding ability and the experience to acquire railroad lines in a faster and more efficient manner than is possible under the procedural requirements of the Federal Government.

### Penn Central Line Projects (1976-1982)

Between the inception of the Federal Rail Assistance Program and the 1983 federal fiscal period, Massachusetts utilized all available FRA funds to preserve services and improve lines which were previously parts of the bankrupt Penn Central Transportation

Company system. The federal assistance was applied to the seven lines which were discussed in detail in Chapter V of this Update.

Non Penn Central Line Projects (1983-1987)

Beginning with the 1983 fiscal year, Massachusetts has identified five railroad line projects for which EOTC has filed, or intends to file, applications for federal aid under the Local Rail Service Assistance Act. These five project applications, and the current status of such applications, are described as follows:

(1) Bemis Branch Line (F/Y 1983)

Line Owner: Boston and Maine Corporation  
Line Operator: Boston and Maine Corporation  
Line Location: Waltham to Watertown  
Line Length: 1.5 miles  
Federal Aid Application: Approved by FRA.  
Federal Grant: \$250,000  
Non Federal Share: \$120,005  
Total Project Cost: \$370,005  
Project Status: Construction Completed.

(2) East Deerfield Loop and Yard Trackage (F/Y 1984)

Line Owner: Boston and Maine Corporation  
Line Operator: Boston and Maine Corporation  
Line Location: Within Deerfield  
Line Length: Not Applicable  
Federal Aid Application: Approved by FRA.  
Federal Grant: \$375,000  
Non Federal Share: \$180,280  
Total Project Cost: \$555,280  
Project Status: Construction Completed.

(3) Danvers Branch Line (F/Y 1985)

Line Owner: Massachusetts Bay Transportation Authority  
Line Operator: Boston and Maine Corporation  
Line Location: Danvers to Salem  
Line Length: 4.9 miles  
Federal Aid Application: Approved by FRA.  
Federal Grant: \$347,462  
Non Federal Share: \$148,913  
Total Project Cost: \$496,375  
Project Status: Awaiting Execution of Construction  
Contract.

(4) Dean Street Industrial Yard Trackage (F/Y 1986)

Line Owner: Executive Office of Transportation  
Line Operator: Bay Colony Railroad Corporation  
Line Location: Within Taunton  
Line Length: Not Applicable  
Federal Aid Application: Pending before FRA.  
Federal Grant: \$250,000  
Non Federal Share: \$133,000  
Total Project Cost: \$363,000  
Project Status: Awaiting FRA approval.

(5) Berkshire County Line Segments (F/Y 1987)

Line Owner: Boston and Maine Corporation  
Line Operator: Springfield Terminal Railway Company  
Line Location: North Adams to Sheffield  
Line Length: 52.0 miles  
Federal Aid Application: In preparation by EOTC.  
Federal Grant: \$1,000,000  
Non Federal Share: \$428,857



Total Project Cost: \$1,428,857

Project Status: Anticipated Application Submission date is  
March 1, 1987.

Future Projects

At the time of the preparation of this State Rail Plan Update, it is not known how much, if any, LRSA funding will become available upon enactment of the 1988 federal fiscal period Appropriations Act. In the event that sufficient funding does become available, EOTC will amend this Rail Plan Update to identify a project (or projects) for which a future application(s) will be submitted to the FRA.

## CHAPTER X

### Response to FRA Comments

Section 266.15.d.2.i of the Federal Rail Assistance Regulations requires that each update to a State Rail Plan include responses to the unanswered FRA comments on previously submitted updates, revisions, amendments, or the original State Rail Plan. The FRA made no comments concerning the 1983-1984 Massachusetts State Rail Plan and, therefore, no responses to the FRA are required in this State Rail Plan Update.



## APPENDIX A

### Approved Benefit-Costs Analysis Methodology

#### I. Introduction

Section 266.5 a.3 ii.C of the Federal Rail Assistance regulations requires that each State Rail Plan include "a methodology for determining the ratio of benefits to costs of projects for which acquisition assistance, rehabilitation or improvement assistance, substitute service assistance, and rail facility construction assistance is sought." This methodology cannot be used as a basis for justifying project funding unless it has been reviewed and approved by the Federal Railroad Administration.

An approved benefit-cost methodology is a relatively new requirement established by the local Rail Service Assistance Act of 1978, enacted November 8, 1978. Consequently, the methodology developed by the Commonwealth was included for the first time in the 1980 Update to the Massachusetts State Rail Plan.

In requiring individual states to develop their own benefit-cost methodologies, it was reportedly the intent of Congress to provide flexibility for differences in economic structures of states and for differences in their planning resources. It was not expected that each state would create a unique set of procedures, nor in fact would this be possible. In preparing the Massachusetts Benefit-Cost Methodology the Rail Planning Staff has examined methodologies developed by several other states as well as the Federal Railroad Administration's Benefit Cost Guidelines - Rail Branch Line Continuation Program dated January 11, 1980. Elements of other methodologies that are consistent both with the planning needs of Massachusetts and with sound economic



principles have been incorporated in the Massachusetts methodology.

The Federal Railroad Administration did approve the Massachusetts Benefit-Cost methodology submitted as an integral part of the 1980 State Rail Plan Update.

Although this comprehensive Benefit-Costs methodology has met with FRA approval, EOTC has found the methodology to be excessively complex and lengthy for practical and understandable application for the modest railroad rehabilitation projects for which grant applications were filed since the publication of the 1980 Plan Update. EOTC has utilized a different, more simple analysis for these recent grant applications. It is most likely that future rehabilitation grant application will utilize the more simple methodology.

The approved Benefit-Cost methodology developed in the 1980 State Rail Plan Update is available from the EOTC upon request by any party.

## APPENDIX B

### Summary of Massachusetts Statutes Related to EOTC Involvement in Rail Planning and Development

#### Introduction

The Executive Office of Transportation and Construction (EOTC) has principal responsibility for state railroad transportation planning and public assistance programs within the Commonwealth of Massachusetts. This Appendix summarizes sections of Massachusetts statutes which pertain to this responsibility.

#### Chapter 704 of the Acts of 1969

Established a state cabinet system with Executive Office Secretaries directly responsible to the Governor.

The Executive Office of Transportation and Construction (EOTC) was created as one of the original nine cabinet offices within the Executive Department. The EOTC Secretary is appointed by the Governor. The following state agencies were placed within EOTC: Massachusetts Department of Public Works (MDPW), Massachusetts Aeronautics Commission (MAC), Massachusetts Bay Transportation Authority (MBTA), The Massachusetts Port Authority (Massport), The Massachusetts Turnpike Authority (MTA), and the Bureau of Building Construction (BBC).

The new state cabinet system became effective on April 30, 1971.

#### Chapter 963 of the Acts of 1973

Provided that no local building permit may be issued for a structure to be located on lands formerly used for railroad rights-of-way or property appurtenant thereto without a public hearing and

without written permission of the EOTC Secretary (MGL Chapter 40, Section 54A).

Chapter 1140 of the Acts of 1973

Provided that EOTC Secretary develop from time to time the MBTA Program for Mass Transportation which is subject to the approval of the MBTA Advisory Board.

Provided that EOTC may expend funds supplied by MBTA to carry out its responsibilities in the development of the Program for Mass Transportation. (MGL Chapter 161A).

Chapter 1141 of the Acts of 1973

Established 10 Regional Transit Authorities (RTA) in areas of the state outside the MBTA district and permitted establishment of additional RTA's throughout the state except within the MBTA area.

Provided that the RTA's shall prepare an annual program for public mass transportation in consultation with EOTC.

Provided that RTA's may not issue long term bonds without prior approval of EOTC Secretary. EOTC Secretary shall periodically establish guidelines for allocation of bond issue authority among the RTA's. EOTC Secretary and Secretary of Administration and Finance shall establish rules and regulations governing procedures for distribution of bond issue funds used for assistance to private carriers (MGL Chapter 161B).

Chapter 311 of the Acts of 1975

Provided for the transfer of the Bureau of Building Construction from EOTC to the Executive Office of Administration and Finance (A&F) effective as of July 1, 1975.

Chapter 859 of the Acts of 1975

Provided that EOTC shall take steps to preserve, improve and develop an adequate, safe and efficient rail system for passengers and goods (MGL Chapter 161C).

EOTC is authorized and directed to expend such funds as may be appropriated for acquisition, preservation, rehabilitation and reconstruction of rail rights-of-way, facilities and equipment directly, jointly with another party, or under contract with another party. The Secretary of A&F may, upon the recommendation of the EOTC Secretary, contract to provide state funds for maintenance and operation of rail facilities and services within the state.

EOTC is not authorized to preserve, rehabilitate, reconstruct or improve rail rights-of-way or equipment prior to acquisition of said right-of-way, facilities or equipment.

EOTC is to serve as the principal source of rail transportation planning for the Commonwealth. EOTC may apply for and receive federal aid. EOTC may enter into contracts with public and private bodies. EOTC may acquire real and personal property by purchase, lease, gift or eminent domain.

No railroad company may sell or dispose of railroad rights-of-way without first offering same for sale to EOTC or a public agency designated by EOTC. EOTC may reject the sale offer, let the offer lapse at the end of 90 days or arrange for purchase of the property by another public agency. The railroad may not sell or dispose of such property to others on better terms than offered to EOTC.

State Treasurer may sell bonds in an aggregate amount of \$19,500,000 of which \$15,000,000 shall be spent only for



passenger rail transportation purposes and \$4,500,000 shall be spent only for freight rail purposes.

EOTC is authorized to acquire Penn-Central rights-of-way under consideration for abandonment by USRA.

The \$4,500,000 for rail freight purposes shall be subject to appropriation to be spent only on acquisition of rights-of-way.

The \$15,000,000 for rail passenger purposes shall be subject to appropriation.

A&F Secretary may spend \$500,000 for continued operation of rail freight services on lines acquired by the Commonwealth for the period January 1, 1976 through June 30, 1977.

Chapter 93 of the Acts of 1976

Appropriated \$10,000 from the \$4,500,000 rail freight fund to finance emergency repairs to the Falmouth Secondary Track.

Chapter 199 of the Acts of 1976

Appropriated \$100,000 from the rail freight fund for Appraisal and Engineering Activities in connection with acquisition of rail rights-of-way along specified routes.

Chapter 346 of the Acts of 1977

A&F Secretary may expend \$150,000 for continued railroad freight operations on lines not owned by the Commonwealth as follows:

Line 8	Palmer to South Barre
Line 13	South Sudbury to Chelmsford
Line 17	North Abington to West Hanover
Line 21/22	East Sandwich to Hyannis to South Dennis



Line 23/24	Buzzards Bay to Falmouth
Line 33	Forest Hills to Needham Junction

An amount of \$300,000 was appropriated for upgrading the above lines except Line 33.

Provided extension of time which the Commonwealth may expend the \$500,000 made available for financial assistance for rail freight service until June 30, 1979.

#### Chapter 356 of the Acts of 1977

Provided for a comprehensive rail transit, highway and railroad improvement program. An \$18,000,000 Bond Issue authorized for expenditure for fencing, right-of-way, stations and other improvements for the Northeast Corridor High Speed Railroad Passenger Service between Boston and New York City. \$18,000,000 of the Bond Issue proceeds are placed in the state rail passenger fund in addition to the \$15,000,000 already in the fund by virtue of the 1975 legislation, which monies may be expended only upon subsequent appropriation.

#### Chapter 800 of the Acts of 1977

Provided for the appropriation of \$175,000 from the rail freight fund. The amount of \$115,000 was to be expended for acquisition of certain railroad rights-of-way in Taunton, Dighton, Bourne and Millis. An amount not to exceed \$60,000 was appropriated for acquisition of other railroad rights-of-way when the General Court was not in session provided EOTC Secretary notified Senate and House Clerks.

#### Chapter 462 of the Acts of 1978

Provided for a \$30,000,000 appropriation from the rail passenger fund to be expended in the following manner:

- (1) An amount not to exceed \$4,400,000 to be expended by MBTA for acquisition of the South Station subject to the approval of the EOTC Secretary.
- (2) An amount not to exceed \$11,900,000 to be expended by the MBTA for redevelopment of the South Station subject to approval of the EOTC Secretary. This appropriation included an expenditure of \$2,000,000 for air rights planning and design purposes and for footings for air rights development. This appropriation also included a \$450,000 expenditure for a temporary bus terminal for South Station.
- (3) A \$3,700,000 appropriation for fencing, station, and right-of-way improvements for the Northeast Corridor Project.
- (4) An amount not to exceed \$5,000,000 for improvements to the so called Inland Route between Boston, Framingham, Worcester, Springfield and the Connecticut boundary.
- (5) An amount not to exceed \$5,000,000 for the purchase and rehabilitation of railroad rights-of-way between Attleboro and Cape Cod and between Boston and Cape Cod. The EOTC Secretary shall file and report on technical analysis and preferred route for Boston to Cape Cod railroad passenger service with the House Clerk on or prior to the last Wednesday in June, 1979.

Provided that the EOTC Secretary or the MDPW may expend funds to acquire, preserve, rehabilitate, maintain and subsidize rail rights-of-way, facilities and services.

#### Chapter 480 of the Acts of 1979

Provided extension of time which the Commonwealth may expend the \$500,000 made available for financial assistance for rail freight service on lines not owned by the Commonwealth until June 30, 1985. Increased the amount appropriated for expenditure for financial assistance to railroads not owned by the Commonwealth from \$150,000 to \$500,000.

Appropriated \$350,000 from the state Rail Freight Fund for appraisals, engineering and inspection activities on rail lines to be acquired by the Commonwealth.

Appropriated \$200,000 from the state Rail Freight Fund for rehabilitation and upgrading of rail lines.

Appropriated \$2,300,000 from the state Rail Freight Fund for acquisition of rail lines and related activities.

Repealed state law requirements for one year notice by state to take land owned by a railroad corporation when such a corporation is not operating a railroad within the Commonwealth.

Secretary of EOTC directed to take all necessary actions to acquire the Consolidated Rail Corporation railroad line between the City of Attleboro and the Town of Sandwich.

Chapter 798 of the Acts of 1979

Appropriated \$90,000 from the state Rail Freight Fund for the acquisition of the East Bridgewater Secondary Track in the Town of East Bridgewater.

Chapter 732 of the Acts of 1981

Appropriated an additional \$1,000,000 for financial assistance for rail freight services for the period of January 1, 1976 through July 31, 1982.

Appropriated the final \$985,000 from the original \$4,500,000 authorized for the Rail Freight Fund for acquisition and rehabilitation of railroad freight lines.

Authorized an additional \$10,000,000 to be expended for acquisition of rail freight lines of which \$5,000,000 was made available immediately and \$5,000,000 to be subject to subsequent appropriation.

Authorized an additional \$10,000,000 to be expended for rehabilitation of rail freight lines of which \$5,000,000 was made available immediately and \$5,000,000 to be subject to subsequent appropriation.

Authorized an additional \$20,000,000 for Rail Passenger Improvement purposes of which \$10,000,000 was made available immediately for projects including but not limited to the Inland Route, and \$10,000,000 to be subject to subsequent appropriation.

Funds made available for rail freight line rehabilitation purposes shall be subject to agreements between EOTC and private railroad companies which provide for repayment of a pro rata share of the cost of such rehabilitation projects.

Required that EOTC submit a plan for the establishment of a freight railroad system known as the "East of Cotley Junction" system to be operated by a single railroad company without an operating subsidy by the Commonwealth. Said plan to be submitted to the General Court by April 7, 1982.

Directed that EOTC acquire Conrail and MBTA-owned lines required for restoration of railroad passenger service between New York City and Cape Cod and between Boston and Cape Cod.

#### Chapter 637 of the Acts of 1983

Extended the date for termination of the program for financial assistance for rail freight services from July 31, 1982 to June 30, 1985.

Appropriated \$10,000,000 from the Rail Freight Fund for acquisition and rehabilitation of railroad freight lines.

Appropriated \$10,000,000 from the Rail Passenger Fund for passenger rail transportation purposes.



Chapter 811 of the Acts of 1985

Appropriated \$3,000,000 from prior State Passenger Fund Bond Issue authorization in order to complete construction of the Attleboro to Hyannis Route for passenger service purposes.

Authorized an additional \$1,500,000 in State Passenger Fund Bond Issue proceeds for expenditure on the so called Inland Route.

Authorized an additional \$12,000,000 in State Passenger Fund Bond Issue proceeds for passenger service improvements.

Authorized an additional \$5,000,000 in State Freight Fund Bond Issue proceeds for railroad freight service improvements.

Appropriated an additional \$500,000 for railroad freight service financial assistance.

Chapter 142 of the Acts of 1986

Appropriated \$5,500,000 for demonstration inter-regional railroad passenger services in Southeastern Massachusetts.





## APPENDIX C

### Data Sources

Section 266.15.c.1 of the Federal Rail Assistance Regulations requires a list of data sources used in preparing the State Rail Plan. A comprehensive bibliography was published in the 1980 and subsequent State Rail Plan Update documents and they are hereby incorporated into this Update by reference.

Additional data sources utilized as source material for this Plan Update include, but are not limited to, the following:

Interstate Commerce Commission, Various Reports specified by Docket Number cited in this Rail Plan Update, various dates.

Conrail, Unpublished Information Submittals, various dates.

Conrail, Notice of Insufficient Revenue (Six Line Segments), October 31, 1985.

Boston and Maine Corporation, Unpublished Information Submittals, various dates.

Boston and Maine Corporation, System Diagram Map, 1983.



## APPENDIX D

Appendix D will consist of six (6) Maps to be included in the final STATE RAIL PLAN UPDATE Document.

